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No. 21,713 號叁拾百柒仟壹萬式第 日肆廿月正辰戊 HONG KONG, WEDNESDAY, FEBRUARY 15th, 1928. 叁拜禮 日伍拾月貳年八廿百九仟壹英 PRICE: 3 PER MONTH

KOWLOON-CANTON RAILWAY.

TIME TABLE. WEEKDAYS.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	6.40	8.05	9.10	10.00	12.00	1.15	2.15	4.35	7.15
Yuenai ...Dep.	6.49	8.14	9.19	10.09	12.09	1.24	2.24	4.44	7.24
Shatin ...Dep.	7.01	8.26	9.31	10.21	12.21	1.36	2.36	4.56	7.36
Taipei ...Dep.	7.15	8.40	9.45	10.35	12.35	1.50	2.50	5.10	7.50
Taipei Market ...Dep.	7.30	8.55	10.00	10.50	12.50	2.05	3.05	5.25	8.05
Shatin ...Arr.	7.45	9.10	10.15	11.05	13.05	2.20	3.20	5.40	8.20
Yuenai ...Arr.	7.57	9.22	10.27	11.17	13.17	2.32	3.32	5.52	8.32
Kowloon ...Arr.	8.11	9.36	10.41	11.31	13.31	2.46	3.46	6.06	8.46

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Canton ...Dep.	7.18	8.43	9.48	10.38	12.38	2.58	4.41	5.49	8.30
Shatin ...Dep.	7.25	8.50	9.55	10.45	12.45	3.05	4.48	5.56	8.37
Yuenai ...Dep.	7.30	8.55	10.00	10.50	12.50	3.10	4.53	6.01	8.42
Taipei ...Dep.	7.40	9.05	10.10	11.00	13.00	3.20	5.03	6.11	8.52
Taipei Market ...Dep.	7.55	9.20	10.25	11.15	13.15	3.30	5.13	6.21	9.02
Shatin ...Arr.	8.00	9.25	10.30	11.20	13.20	3.40	5.23	6.31	9.12
Yuenai ...Arr.	8.10	9.35	10.40	11.30	13.30	3.50	5.33	6.41	9.22
Kowloon ...Arr.	8.17	9.42	10.47	11.37	13.37	3.57	5.40	6.48	9.29

SUNDAYS AND PUBLIC HOLIDAYS.

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Kowloon ...Dep.	6.40	8.05	9.10	10.00	12.00	2.24	3.15	5.18	7.15
Yuenai ...Dep.	6.49	8.14	9.19	10.09	12.09	2.31	3.22	5.25	7.24
Shatin ...Dep.	7.01	8.26	9.31	10.21	12.21	2.38	3.29	5.32	7.36
Taipei ...Dep.	7.15	8.40	9.45	10.35	12.35	2.45	3.36	5.39	7.50
Taipei Market ...Dep.	7.30	8.55	10.00	10.50	12.50	2.52	3.43	5.46	8.05
Shatin ...Arr.	7.45	9.10	10.15	11.05	13.05	3.00	3.51	5.54	8.17
Yuenai ...Arr.	7.57	9.22	10.27	11.17	13.17	3.07	3.58	6.01	8.29
Kowloon ...Arr.	8.11	9.36	10.41	11.31	13.31	3.14	4.05	6.08	8.41

	A.M.	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Canton ...Dep.	8.05	9.30	10.35	11.25	13.25	3.49	5.32	6.40	9.21
Shatin ...Dep.	8.18	9.43	10.48	11.38	13.38	3.56	5.39	6.47	9.28
Yuenai ...Dep.	8.30	9.55	11.00	11.50	13.50	4.04	5.47	6.55	9.36
Taipei ...Dep.	8.45	10.10	11.15	12.05	14.05	4.14	5.57	7.05	9.46
Taipei Market ...Dep.	9.00	10.25	11.30	12.20	14.20	4.24	6.07	7.15	9.56
Shatin ...Arr.	9.15	10.40	11.45	12.35	14.35	4.34	6.17	7.25	10.06
Yuenai ...Arr.	9.27	10.52	11.57	12.47	14.47	4.41	6.24	7.35	10.18
Kowloon ...Arr.	9.40	11.05	12.10	13.00	15.00	4.54	6.37	7.48	10.31

Further information may be obtained at the RAILWAY OFFICES, KOWLOON, or from Messrs. THOS. COOK & SON, LTD., HONG KONG, or from THE AMERICAN EXPRESS COMPANY, HONG KONG.

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TROTSKY'S EXILE.

EXILED TO SNOWY STEPPES.

CHAT BEFORE HIS DEPARTURE.

LONDON, Jan. 18th.

Trotsky, who with the late Lenin founded Bolshevism and was for years one of the stalwarts of the Soviet, is now on his way to exile on the snowy Steppes of Russian Turkestan, one of the dreariest and loneliest spots in the world.

His departure is reported by Dr. Paul Scheffer, the Moscow correspondent of the *Berliner Tageblatt*, who states that the former Bolshevik Commissar of War left Moscow on Monday night.

He is being deported because he dared to form an Opposition to the Bolshevik Government. Other notorious Bolshevik former Commissars who joined him in Opposition are also being exiled—each to a separate equally inaccessible and dreary place. These include Zinoviev, Radok, Rakovsky, Kamenev, Smilga, and Smirnov.

TROTSKY'S CHAT.

"COME AND SEE ME AT WJERNY."

BELIN. A visit to Trotsky, on the eve of his deportation, is described by Dr. Paul Scheffer, of the *Berliner Tageblatt*.

Dr. Scheffer found the leader of the Opposition in a rather distracted mood—torn between the desire to be polite to a stranger and anxiety about the cases of books which stood all over his Moscow flat in readiness for the journey. Trotsky talked of the prospects of revolution in Europe. He recalled that in 1923 the revolutionary waves rose to an appreciable height, above all in Germany, but since then they have sunk gradually.

They are now rising again, he said. Everywhere people are feeling the lack of elbow-room and this is bound to affect the lower classes. The attitude of the workers is more critical than formerly, and he has thought what formerly did not come into his mind.

Britain and Soviet.

Trotsky said he expects a move to the Left in the coming European elections. With regard to the relations between the Soviet and Great Britain, he remarked laughingly that a "Socialist Government in England, with draw closer to Russia. He insisted that Germany would wish to see this, but he had doubts about the accommodating intentions of a British Government of the Left.

The former Bolshevik leader talked as if he had entirely forgotten his own fate. "Come and see me in Wjerny," he said as Dr. Scheffer left.

CHANGE IN SPEAKERSHIP.

MR. WHITLEY'S LAST PARLIAMENT.

LONDON, Jan. 24th.

One of the possibilities of the new session of Parliament which M.P.'s are discussing is a change in the Speakership of the House of Commons. It is understood that Mr. Whitley regards this as his last Parliament, as heavy work has severely tried his health.

The coming session is likely to be the last session of the Parliament elected in 1924 and if the new Parliament is to have a new Speaker, it is fairly certain that he would be chosen by the old House and not the new one, as it is now the established practice to elect the new Speaker towards the close of Parliament and not at the beginning.

Possible Successors.

The names of Sir Thomas Inskip and Captain Fitzroy, who has been Deputy Chairman of Committees for five years, are mentioned as possible successors.

Sir Thomas Inskip, who was called to the Bar in 1893, has been Solicitor-General in both Mr. Baldwin's Cabinets. He is 61.

Captain Fitzroy, son of the 3rd Baron Southampton, has represented S. Northamptonshire, now the Daventry Division, almost continuously since 1906.

He was formerly Page of Honour to the Queen. Captain Fitzroy, who served in the European War, was wounded in the 1st Battle of Ypres; Kien Zillebecke. He is 49.

THE "ATMOSPHERIC" CINEMA.

OPEN-AIR ILLUSION IN THEATRES.

DEEP BLUE OF THE MEDITERRANEAN.

"Atmospheric" theatres will be the next cinema vogue in Great Britain, according to Mr. John Ebersson, America's foremost theatrical and cinema architect, who has been studying English building and ventilation methods, which he thinks are not so good as they should be.

Mr. Ebersson is the architect of forty "atmospheric" cinema theatres in America, and he has commissions to construct twenty-eight new ones.

An "atmospheric" theatre is one of which the interior presents a definite scenic plan, usually an exterior setting.

Persian Garden.

One of Mr. Ebersson's theatre interiors represents the Gardens of the Tuileries. Another images a Persian rose-garden.

Others present the Lido, Riviera resort, a Spanish patio, a Grecian open-air theatre, an Italian market-square, a Moorish courtyard, and so forth.

Night skies, softly illuminated, are shown on the ceiling, or moving cloud-scapes, if a daylight sky is preferred.

The side panels of the theatre are so arranged and lighted that, viewed from a distance of even ten feet, they appear to present illimitable vistas. (The side panels at the American Plaza Theatre in Lower Regent-street, have this effect.)

Mr. Ebersson is especially proud of his Riverian illusion.

"I credit the deep blue of the Mediterranean sky," he says, "with a therapeutic value which soothes the nerves and calms perturbing thoughts."

He aims to present a definite scenic illusion, not a mere symposium of painted panels and ceiling frescoes.

"American cinema audiences," says Mr. Ebersson, "have not taken too kindly to the great cinema structures built in recent years. They are frightened by so much magnificence, and we are trying to strike an architectural note that is more intimate and more artistic than the prevailing note of pomp and glitter, which ceases to attract when it has lost its curiosity value."

"Baying Culture."

"The American public," he added, "is so wealthy that it buys culture recklessly, thinking that as the possession of artistic sensibility, but it is beginning to understand what culture really means, and during the next few years it will probably make great strides in artistic development."

"In the meantime the architect must hasten slowly. The effect of a rest-room copied faithfully from a Touraine chateau is ruined if the loungers insist on putting their feet on the chairs."

Mr. Ebersson gave me the impression that some American picture-goers brought the wrong atmosphere to his beautiful theatres.

BRITAIN'S CURRENT "RECORD."

ATE MORE IN 1927 THAN ANY OTHER NATION.

Great Britain ate more currants in 1927, according to the recently published Board of Trade Returns, than during any year since 1923. The figures are 1,207,497wt., of which total 1,111,026wt. came from foreign countries and 96,468wt. from within the British Empire.

"The marked increase in the importations of currants," said an official of the Central Currant Office, London, "is partly owing to the British public's liking for sweet things, currants containing 63 per cent of sugar in the natural form, and partly owing to the efficient and modern methods which have been adopted in Greece for the growing and handling of the fruit."

"It is curious that currants hardly grow anywhere else successfully except in Greece, which supplies nine-tenths of the world's supply. Of this amount two-thirds are consumed in Britain, which is easily the biggest currant-eating country in the world to-day."

DIARY OF EVENTS.

THE HONGKONG HONGKONG.

DIARY OF EVENTS.

To-day.
H.K. Jockey Club Annual Race Meeting (third day).
Cricket: H.K. University Inter-Faculty Match: Medicine v. Arts.
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; Lane Crawford's Restaurant, 4.30-6.30 p.m.; Cafe Regent, 5-6.30 p.m.; Hockey: Club v. R.A.F. (Sim Shield).
"Cheer O" Y.M.C.A.: Whist Drive, 7.30 p.m.; H.K. Hotel Special Dinner Dance.
Cafe Regent dinner dance, 8 p.m.
St. Peter's Church Young Men's Club Dance, Lane Crawford's Restaurant, 8.45 p.m.
Queen's Theatre: "The Magic Flame."
World Theatre: "Fascinating Youth."
Star Theatre: "He Who Gets Slapped."
The Banvard Musical Company present "Whirled into Happiness" Theatre Royal, 8.15 p.m.

Thursday.

30th Ordinary Annual Meeting of the "Star" Ferry Co., Ltd., Jardine, Matheson's Board Room, 12.30 p.m.
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane Crawford's Restaurant, 4.30-6.30 p.m.; Cafe Regent, 5-6.30 p.m.; Football: H. K. F. A. Shield Competition: Chinese Athletic v. K.O.S.B.; Club de Recreo v. Police; Royal Artillery v. South China A.A.
Distribution of prizes at St. Mary's School, by Lady Tyrwhitt, 5.30 p.m.

"Cheer O" Y.M.C.A.: Impromptu Dances, 7.30 p.m.
Cafe Regent dinner dance, 8 p.m.
South China Command 1st Annual Boxing Tournament, R.A.S.C. Parade Ground, Whitefield Barracks (first night), 8 p.m.
Queen's Theatre: "The Magic Flame."
World Theatre: "Yolanda."
Star Theatre: "Tin Gods."
The Banvard Musical Company present "Katja, The Dancer," Star Theatre, 9.15 p.m.
Principal Mails: Inward: Australia, etc. (Zongul Maru), outward: Canada, America, etc., and Europe via Victoria, B.C. (Tahiti Maru), 10.30 a.m.; Europe via Siberia (Ninghai), 2.30 p.m.

Friday.

Helena May Institute Bible Study Circle, 10.30 a.m.
Golf: Ladies' Bogey Competition, Fanling.
Chinese Chamber of Commerce Meeting, 2.30 p.m.
Tea Dances: H.K. Hotel and Hotel Savoy, 4.30 p.m.; King Edward Hotel, 5 p.m.; Lane Crawford's Restaurant, 4.30-6.30 p.m.; Cafe Regent, 5-6.30 p.m.; Hockey: Club "A" v. University "B"; King's Park, 5 p.m.; Y.M.C.A. v. Punjabis III.
"Cheer O" Y.M.C.A.: Concert and Dance, 7.30 p.m.
St. Peter's Church Young Men's Club first annual dinner, Lane Crawford's Restaurant, 7.45 p.m.
Cafe Regent dinner dance, 8 p.m.
South China Command 1st Annual Boxing Tournament, R.A.S.C. Parade Ground, Whitefield Barracks (second night), 8 p.m.
Queen's Theatre: "The Magic Flame."
World Theatre: "Yolanda."
Star Theatre: "Tin Gods."
The Banvard Musical Company present "Mercenary Mary," Star Theatre, 9.15 p.m.

Principal Mails: Inward: Europe via Suez (Kashmir), outward: Europe via Siberia (Kashmir), 5 p.m.
Saturday.
Golf: Bogey Pool, Fanning.
H.K. Jockey Club Annual Race Meeting (fourth day, gymkhana).
Cricket League: Division I.: Civil Service C.C. v. Kowloon C.C.; Royal Navy v. Royal Artillery; Division II.: Club de Recreo v. University 2nd XI.; Civil Service C.C. XI. v. Kowloon C.C. 2nd XI.; Friendly Cricket: H.K.C.C. v. R.A.F.; H.K. Electric Co. R.C. v. H.K.C.C. 2nd XI.; Kowloon 2nd XI. v. Police.
Football: H.K.F.A. Shield: Senior: Club v. Chinese Athletic or K.O.S.B.; Recreo or Police v. Queen's Regt.; Kowloon v. R.A.F.; Scots Guards v. R.A. or South China "A." (Kick-off at 4.15 p.m. on ground of 1st named). Juniors: Kowloon v. Scots Guards; K.F.C. ground; Chinese Athletic v. South China; Club ground; K.O.S.B. v. Recreo; Sookunpo; Queen's Regt. v. St. Joseph's; Christian Road.
8th Ordinary Meeting of the Bank of East Asia, 10; Des Voeux Road, 2.30 p.m.

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BURNED MANSION MYSTERY.

FURTHER INQUIRIES?

TRAGEDY OF FOUR DEATHS RECALLED.

MAIDSTONE, Jan. 6th. While in Maidstone to-day making inquiries into the floods in the neighbourhood I heard a rumour that the investigation of the mystery of the four-fold tragedy of Wateringbury Hall is being reopened, writes an *Evening Standard* correspondent.

Captain R. B. L. Bazley-White, D.S.O., his wife, their four-year-old son, John, and the nurse, Miss Rose Weekes, perished in the fire that destroyed the mansion during the night of October 17th last.

A long investigation by Mr. A. H. Nerve, the Tonbridge district coroner, and a jury completely failed to provide any solution of the mystery of how the fire at Wateringbury Hall began.

An open verdict was returned at the inquest. The coroner, at the start of the proceedings, referred to the conflict of evidence on the question as to where the fire originated, and observed:—

"While I do not suggest it was anything but accidental, there are, of course, possible alternatives."

A number of workmen have been employed for some weeks past in demolishing the ruined building.

"Our instructions," said one of them, "are to remove every brick and stone, and to leave the ground absolutely bare."

The local police tell me that they have no knowledge of any further investigations.

D.S.O. Captain And His Family.

The inquest jury's verdict was that the deaths of the four people were due to suffocation, the cause of the fire being unknown.

The only point on which the jury expressed a definite opinion was that the fire started in the study.

Stephen Butchers, a farm labourer, who gave evidence at the inquest, said that when attempts were made to arouse the family—after servants had escaped—there was no response from within to the breaking of windows, although there was then no evidence that the room of Captain Bazley-White or the nursery was alight.

"As we saw nothing," he declared, in reply to questions about rescue attempts, "I did not think there could be anybody inside. I thought they had all got clear."

Mr. John Wainwright, captain of the Maidstone Fire Brigade, expressed the belief that the fire began in Captain Bazley-White's room and that all four bodies had fallen from there.

Mrs. Edith Whitfield, the cook, who escaped from the blazing mansion by jumping from a window, said both Captain and Mrs. Bazley-White smoked. The Captain sometimes smoked in his bedroom.

Mrs. Whitfield said she awoke to hear Mrs. Bazley-White shouting "Fire." She opened her bedroom door and saw her mistress running up and down the corridor outside.

Mrs. Bazley-White went upstairs to where the child was sleeping. The flames became much worse and Mrs. Whitfield could not get along the corridor.

She went to her bedroom window, stood on the sill and shouted "Fire" for what seemed to be a quarter of an hour, and then jumped out.

She ran round the house to the back, and looked up at the windows of Captain Bazley-White's rooms and the nursery and saw no sign of life at all.

The foreman of the jury after further evidence had been given, said they would like to be satisfied about certain firearms found in the debris after the fire.

A relative of Mrs. Bazley-White said he had seen a service revolver which was produced. It belonged to Captain Bazley-White, and had been kept in a cupboard in a spare room at the house.

This witness said he had not seen before the other weapon produced—an automatic pistol. Three cartridges in this had been exploded by the fire. There was also a sporting gun in the house.

It was impossible, as the coroner pointed out at the start of the inquest, to take ordinary evidence of identification because of the condition of the remains.

RECLUSE'S BOARD.

22,500 WRAPPED IN OLD NEWSPAPERS.

A sum of £22,500 in Treasury notes, sovereigns, and silver was discovered, wrapped in old newspapers, on the bed in a house in one of the poorest quarters of Manchester—Beach-street, Hulme.

The money was the savings of a woman recluse, Mrs. Ann Stanley, aged 70, who was found dying when the house was broken into.

There was a further £1,000 to her credit in the bank, and efforts are being made to trace anyone who might have drawn up a will for her, although it is believed that none exists.

Mrs. Stanley, who was a widow without children, had lived alone in the house for 20 years, and was the owner of eight other houses in the neighbourhood besides her own.

NEW CORN-GROWING METHOD.

FIVE TIMES THE USUAL YIELD.

HOME FOOD FOR ALL.

EXPERIMENTS TO BE STARTED AT ONCE.

A discovery which may open a new chapter in the history of British agriculture is being introduced to Great Britain from China by way of Germany.

It consists in the development of the enormous potentialities of a grain of corn by planting first in a carefully prepared seed bed, and then transplanting in the ordinary corn land by the aid of machinery that saves nine-tenths of hand labour.

The present British average crop of wheat is thirty-two bushels to the acre. It is claimed that the crop obtainable from an acre of good arable land by the new method reaches 150 bushels, and that where barley and oats are grown the increase is proportionately greater.

If transplanting could be practised throughout Great Britain, and achieve the results claimed, the country would soon cease to depend on foreign supplies of corn, and the prosperity of agriculture would be restored.

Complete novelty cannot be claimed for the principle underlying the transplanting system, for the method has been practised throughout China for at least four thousand years.

It may help to explain why China has been able to maintain four hundred and fifty million people—the largest population in the world—without the aid of imports.

But in China hand labour is cheap, and the work, though laborious, is gladly undertaken. What has made the method practicable in Europe is the invention in Germany, where experiments have been made quietly for some time, of a machine that is said to put in nearly twelve thousand plants an hour.

When transplanting takes place the seeds have been in their first bed for about three weeks, and the time for transplanting is the earliest possible date after the old harvest has been cleared. This is in order that the plants moved may have the longest possible time in the ground.

The quality of English wheats is due to their considerable period of maturity.

The young plants are planted in the field at a rate of about one per square foot, and the planting of an acre of corn land under these conditions is accomplished at an expenditure of between one-fifth and one-third of the amount of seed ordinarily used.

Heavier Grain.

Results so far ascertained are astonishing. A single ear of wheat tillers out into anything between thirty and forty stems, while in the case of barley and oats the tillering is still greater. The transplanted root is as a giant by the side of the root of a seed drilled in the ordinary way. The ears are larger and fuller, and the grain is heavier by as much as thirty per cent.

As the transplanting machine, which handles the young plants by means of a receiver, goes over the plough land, it opens a furrow and drops the plants with the rows at intervals at an adjustable distance, and it can deposit ninety plants per row per minute, so each feeder of a two-row machine will lay down between five and six thousand plants per hour.

This may not compare with the pace of the drill in relation to the area covered, but the result is much better, first because the return is as much as results from the ordinary farming practice, and second because, the seedling being so small, the very best varieties of seed can be used.

With one man to drive and two to look after the drilling, are required at present, but the German machine is still only in its infancy, and is probably capable of many alterations.

It is understood that in the course of a few weeks transplanting experiments will be started in England. It is possible that this method of intensive production will take much nourishment out of the soil, and that special manuring will be required to counterbalance the loss, but the increased yield should reduce the cost of this side of cultivation to trifling dimensions.

If the experiments prove to be completely successful they will mean that the limited corn-growing acreage in Great Britain will be sufficient to feed the nation. This is the same as saying that the present arable area, reduced though it has been during the past seven years, would be found sufficient to satisfy the national needs.

Quite apart from this, corn growing in view of a yield that is expected to be from three and a half to five times as great as the present yield, would become profitable enough to bring millions of acres back from the pasture to the plough, and tens of thousands of men back to the land.

ACQUITTED AT 4TH TRIAL.

WOMAN'S ORDEAL.

POISONED HUSBAND MYSTERY.

MONTRÉAL. An experience probably unparalleled in the history of murder trials befell Mrs. Emily Sprague Gallop, who was acquitted by a King's Bench jury of the murder of her husband, Abraham Gallop, at Ile Miquelon, Quebec, in August 1925. This was Mrs. Gallop's fourth trial.

At the first trial she was found guilty, but on appeal on technical grounds a second trial was ordered. At this trial the jury disagreed. The Crown then obtained a change of venue to Quebec, and a third trial was opened there in October, but was abandoned because of the illness of the presiding judge. The fourth trial, just terminated, was presided over by the Chief Justice, Sir Francis Lemieux.

When the verdict was announced Mrs. Gallop jumped from the dock and kissed her counsel, Mr. Allyn Taschereau.

Abraham Gallop's body, which was exhumed two months after burial because of rumours of foul play, showed traces of strychnine, and the Crown contended that Mrs. Gallop poisoned her husband in the hope of marrying a lodger, an Indian half-breed.

RUTH ELDER'S HUSBAND INDIGNANT.

"BLACKMAILED FOR HER COURAGE."

PANAMA. Mrs. Lyle Womack, husband of Miss Ruth Elder, the American aviator, rescued off the Azores last year after an attempt to fly the Atlantic, is indignant at the arrest of his wife in Atlanta, Georgia, on a warrant drawn four years ago charging her with misconduct with the Rev. Hubert Jenkins, an itinerant evangelist.

Mrs. Elder has herself denied the charges, and has been released on \$100 bail pending the hearing of the case, at present set for February.

"It is a lie," Mr. Womack said in an interview. "It looks to me like blackmail for her courage and the rewards she has won."

"I would like to have the low-minded individual who started this rumour in Panama. I do not know the Rev. Jenkins, but would stake my life that the charges are false."

Before her marriage to Mr. Lyle Womack, Ruth Elder was the seventeen-year-old bride of Claude Moody, a school teacher, of Clayton, Georgia.

It was while living at Clayton with her former husband, states the *New York Herald*, quoted by the British United Press, that the Rev. Mr. Jenkins invited them both to stay at his house for a week.

One day, when her husband was very busy, the Rev. Mr. Jenkins suggested a drive in the country. During the drive, according to the story told by her press agents, the pair stopped to look at a lovely view from a hilltop.

While they were gazing the clergyman noticed a man with a herd of cattle approaching. Fearing that the reputation of his companion might suffer if they were seen together, the Rev. Mr. Jenkins ran behind a group of trees and hid himself until the cattleman had passed.

Somebody had seen, however, and the tongues of the gossips began to wag.

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MR. BERNARD SHAW'S SUIT.

NEW YORK, Jan. 14th. Mr. Will Page, the theatrical agent who is being sued for 100,000 dollars (\$20,000) by Mr. G. Bernard Shaw, to-day filed a voluntary petition for bankruptcy, stating his total assets at 100 dollars (\$20) and his liabilities at more than 3,000 dollars (\$600).

Mr. Shaw's suit arose through the publication by Mr. Page of numerous letters from the dramatist written in connection with negotiations for production rights. Mr. Shaw declared that the letters were of a personal character, and that their publication damaged him to the amount claimed.

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CIVILISATION MAKING US SOFT.

MODERN WORLD'S CHANGED SENTIMENTS ABOUT CRUELTY.

(By THE VERY REV. W. R. INGE, D.D., Dean of St. Paul's.)

Do civilised people feel pain more than barbarians? And do we moderns feel pain more than our ancestors did in the Middle Ages? Is it possible that easier conditions of life have brought about a physiological change, a heightened sensibility both to suffering pain and to witnessing it in others?

The first question must certainly be answered in the affirmative. Even in the Balkan States, which Mr. de Windt described in the book impolitely named "Through Savage Europe," the callousness of men in bearing pain, not to speak of inflicting it, was noticed by surgeons and nurses during the war. As for real savages, they seem to have no nerves. An Englishman once gave a pair of boots to a native, who found that his abnormally long great toes prevented him from getting into them. Rather than lose the coveted prize, the savage whipped out a knife, chopped off a joint from each great toe, and walked off triumphantly in the boots. We may hope that the Red Indians did not feel very acutely the ghastly tortures they inflicted on each other. Whether the Chinese, a civilised people, but still recently almost equally cruel, were as insensitive I do not know. The barbarity of the Middle Ages, so dear to romanticists, was appalling. Italian tyrants like Ezzeino turned torture into a fine art. And what shall we say of the Inquisition? Mr. Bernard Shaw, in his famous play "Saint Joan," would have us believe that we are not much more tolerant and humane than the medieval. He gives us a sort of apology for the Inquisition. "I do not suppose that it is serious," it amuses him to pretend that the modern Englishman, who is the most sentimentally humane man on earth, is at heart no better than Torquemada.

Trial By Torture.

If anyone wishes to know what the Inquisition was really like, let him read the famous history, the truthfulness of which has been impugned, but quite successfully. Let him read especially the précis of a trial by torture, such as the examination of an unfortunate lady who was accused of wearing clean linen on Saturday, and of not eating pork. Her frivolous explanation, that she liked clean linen and disliked pork, was of course not accepted. She was stripped stark naked, and subjected to several ingenious and excruciating tortures, which so confused her mind that it was only during the second application (half an hour was the usual time allotted to the torturers) that she brought herself to saying that she repented of any Jewish predilections and asked pardon of Holy Church. The précis is most circumstantial; we can hear the groans and screams.

And consider the fact that royal weddings in Spain were often celebrated by an Auto da Fe. As Mr. Arnold Luna says in a recent book: "Men who could conceive of no more attractive entertainment for a young bride than the spectacle of a heretic being roasted alive can have suffered very little imaginative distress from the thought of any torture which might be inflicted by the Almighty on the inhabitants of hell." They suffered no imaginative distress at all. St. Thomas holds out as a prime treat for the saints in heaven that they will have "a perfect view of the tortures of the damned."

Guy Fawkes.

The Protestant countries were not much more humane, before the eighteenth century. As boys we all gazed over the tortures of Guy Fawkes in Harrison Ainsworth's novel. And I wonder if many of my readers have seen the old dungeon at The Hague. There are several rooms, each prepared for a separate torture, all in working order. And all these were in use at the time when Rembrandt and Franz Hals were painting their wonderful pictures. In Scotland, where judicial torture was much more frequently applied than in England, James II.'s favourite engine, the boot, was in regular use as renders of "Old Mortality" will remember.

Much later than this, we hear of an incredible number of ladies being ordered to delinquent soldiers; and it must be remembered that the old method of hanging, by strangulation, meant several minutes of awful torture, which the spectators witnessed unmoved.

It is said that torture has been used quite recently in the prison at Barcelona; and of course the Bolsheviks have employed it unsparingly, with the help of Chinese experts in the art. The toleration of cruelty is mainly a matter of habituation, and it would be strange if the Great War had not caused a set-back in the progress of humanitarianism.

What has led to the change in sentiment? Why are we now so much more sensitive about inflicting pain? The humanitarian movement began to be important in the eighteenth century, and was one of the factors in the French Revolution. Things were not worse in France than they had been; they were better. But, as Herbert Spencer has said, the more things improve the greater the outcry about them. In France the movement had nothing to do with religion, unless by a great though not impossible stretch of language we call Voltaire a Christian. It was indeed the cruelties practised in the name of the Church which aroused most indignation. The French humanitarians were often avowed Atheists, and I do not think the Church did anything to support the movement.

In England most of the cruelties which excited the wrath of Voltaire and his friends did not exist. But our humanitarians found plenty of work to do in exposing the horrors of the prison system, the treatment of lunatics, the slave-trade, the infliction of capital punishment for small offences, and the ill-usage of women and children in many industries. All was evidently part of the same quickened sensibility to cruelty, injustice, and oppression, wherever they were to be found. But in England the movement was as definitely religious as in France. It was irreligious or even anti-religious. This seems to me to raise a very interesting problem. What is the real relation of the humanitarian movement to Christianity?

Punishing Cruelty.

Let us consider for a moment the subject of cruelty to animals. There is no question that at the present time in England cruelty to children and animals arouses an intensity of indignation which is hardly felt in the case of any other wrong-doing. Most of us profess to have discarded the vindictive theory of punishment. But most of us would like to punish cruelty vindictively. If the champions of the lower animals were not for the most part avowed in corporal punishment, we should probably have had a demand to flog wanton tormentors of cats and dogs. This feeling is almost wholly absent in Roman Catholic countries. It is plainly no part of traditional Christianity, and has remained outside the sphere of religion in those countries which resisted the Reformation.

Was humanitarianism part of the creed of the Reformers—of Luther, Calvin, and Knox? I speak under correction, but I think it was not. And yet it is most certainly part of our religion today. I might almost say that it is more deeply and universally felt than any other part of our religion. No one, I think, need be ashamed of this; no one can deny that sympathy, pity and kindness are part of the teaching of Christ.

A New Type Of Christianity.

I am more and more coming to believe that a new type of Christianity is developing among us, a type which Catholics cannot assimilate, and which Protestantism can, but only by striking out very boldly on a new path. All the advances in secular civilization—science, scholarship, political and social reforms—were not welcomed by Luther and Calvin, but they were in part welcomed and accepted by the persecuted step-children of the Reformation, the independent sectaries.

These men were often in advance of their time, and they are now coming into their own. An entirely new development of Protestantism is in progress, which is falling into line with all that is best and most progressive in secular civilization, and among other things has cordially accepted humanitarianism, for which traditional Christianity provided only an unsatisfactory substitute in "works of mercy and charity." We are all aware of the differences between Protestantism and Catholicism; we much more often forget the very great differences between the religion of an educated Englishman to-day and that of the old-fashioned Protestant.

It is not necessary here to dwell on the numerous exaggerations and absurdities which have brought the name of humanitarian into contempt. We are a nation of faddists, who can make any cause ridiculous. It is quite possible, indeed, I think it is certain—that we are getting too soft and afraid of physical hardship. A little stoicism would do us no harm. But on the whole we must wonder that the revolt against senseless and unnecessary cruelty was so long deferred. There are many things which were done a few generations ago in civilised countries which now fill us with stupefaction. Perhaps our descendants will think that even in the twentieth century "the quality of mercy" was not quite always given sufficient play.

ILLNESS AFTER USE OF HAIR DYE.**A WARNING NOTICE.****"WOMAN'S ACTION FOR DAMAGES."**

Allegations of negligence against a London hairdresser in the use of hair-dye were made during the hearing of an action for damages for personal injuries which came before Mr. Justice Horridge and a special jury in the King's Bench Division on January 20th.

The plaintiff was Mrs. Dora Cohen, who, with her husband, Mr. Harry Cohen, of Biddulph-mansions, Elgin-avenue, Maida Vale, sued Mr. George Rosell, a hairdresser, of Oxford-street, London. Mrs. Cohen complained that Mr. Rosell had applied to her scalp hair a harmful preparation which contained an ingredient known as para-phenylene diamine.

The defence was a denial of negligence, as no representation was made or warrant given that the preparation was harmless. There was a notice in the saloon and cubicles which read: "No responsibility for the results of hair dyes. Notice is hereby given that there are about two persons in a thousand who cannot use a hair dye without causing ill-effects. As it is impossible to know these few without a test, we are willing to give this trial on the customer's own responsibility. This includes all dyes in use in our saloons."

"Severe Irritant." Mr. L. S. Green, for Mrs. Cohen, said that his client asked Mr. Rosell to dye her hair jet black. Mr. Rosell gave her a test on a small patch behind her left ear. The next day Mrs. Cohen's head was swollen and discharging. She was found to be suffering from dermatitis.

Mrs. Cohen in evidence said that she did not see any notice that the hairdresser was not responsible for the results of hair dye. Dr. Alva Benjamin, of Elgin-avenue, Maida Vale, said that he was called in by Mrs. Cohen, and when he examined her he found that she was suffering from severe inflammation on the left side of the scalp. Para-phenylene diamine, the ingredient in the dye known as "Konyo," which was used on Mrs. Cohen, was the same ingredient as used in "Inecto" hair-dye. It was a very severe irritant.

Mr. Cartwright Sharp (cross-examining)—There are some people who cannot take a normal dose of quinine without very bad results. That is so. Is not para-phenylene diamine a substance which an ordinary person can have applied without any harmful results? Certainly, some do. I suggest that if any woman wants her hair dyed she has to run a risk—Any dye might affect some people.

What wiser course can any hairdresser adopt than to make a test before he applies either of these hair dyes? It is a very reasonable precaution.

All Dyes Dangerous. Mr. Justice Horridge—All those hair dyes are dangerous. I suppose women will go on using them for ever.

Mr. Green (counsel)—I am afraid there are some members of the opposite sex who copy their example. (Laughter.) The Judge—Perhaps so. Dr. James Johnston Abraham, a surgeon, of Harley-street, said para-phenylene diamine was an analgesic dye used for commercial purposes, "like making rabbit skins into money," he added amid laughter.

Opening the defence, Mr. Cartwright Sharp said only a handful of hairdressers took the precaution of applying the test. Mr. Rosell had tested between nine hundred and a thousand persons, and only in three cases had there been a reaction.

His Lordship pointed out that unless Mr. Rosell could establish a warning of some sort he could not succeed in the action. The hearing was adjourned.

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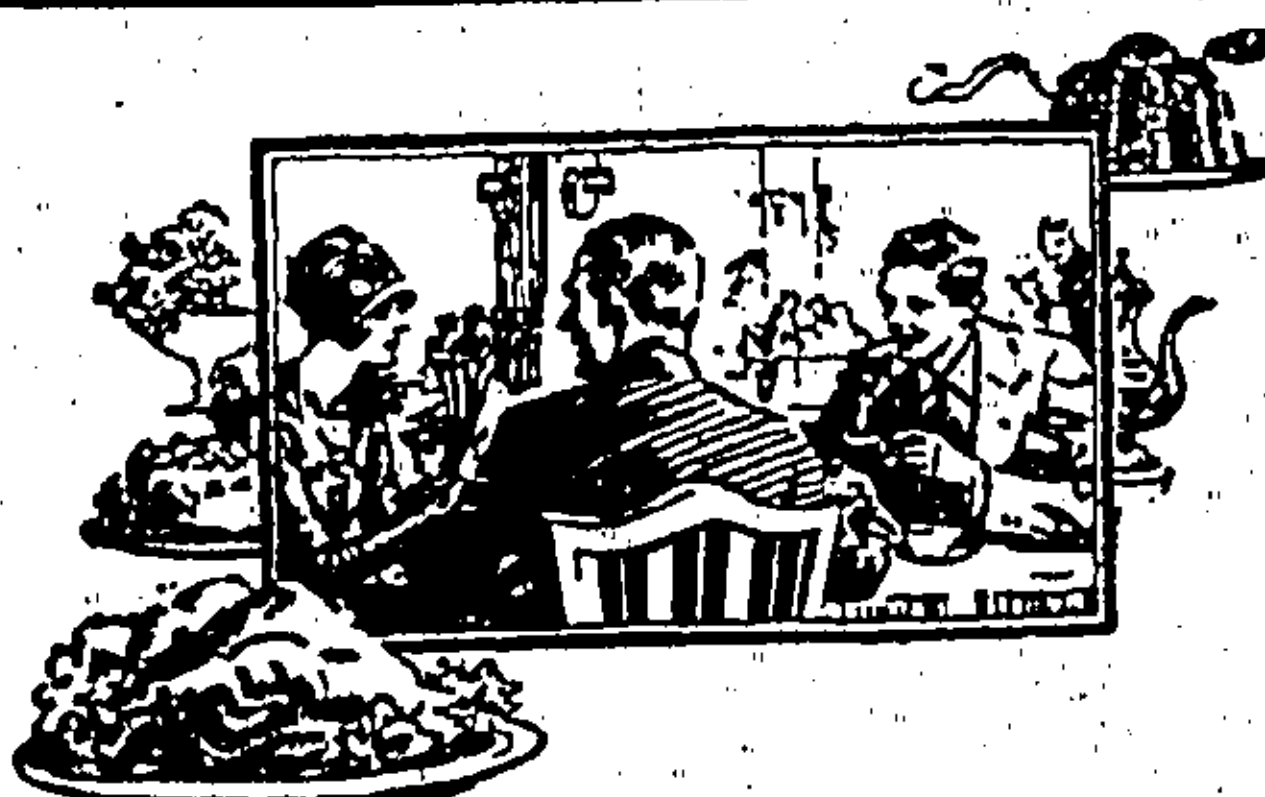
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GENERAL SECRETARY'S TOUR.
A WIDELY APPRECIATED
WORK.

That the security of the British Empire depends upon her seamen is a fact that cannot be too much stressed. Without going deeply into the matter, it is clear that in time of war personal safety rests largely upon the vigilance of the Navy, while the devoted work of the Navy and the Merchant Service can alone save the British Isles from starvation. Economic prosperity in time of peace is indissolubly linked with the Merchant Service.

In order to make possible this essential flow of trade, the seaman has to sever himself for about nine-tenths of his active life from all those home ties which the average landsman feels to be so necessary. This is a great sacrifice, but one which has not passed unnoticed, for since 1886 the Missions to Seamen, by far the largest of several organizations with much the same object, have been working steadily to improve the lot of the seaman in port.

General Secretary's Tour.

Mr. Stuart C. Knox, the General Secretary, who recently arrived in the Colony, has many interesting things to say of the Missions to Seamen. Mr. and Mrs. Knox are at present on a tour of inspection of the Society's stations in India and the Far East, gaining first hand information of conditions to take back to the Central Committee in London.

Mr. Knox roughly outlined the history of the Society. Founded in 1886, with the novelist W. H. G. Kingston as one of the original committee, there are now 123 branches and the organization is world-wide. Mr. Kingston, by the way, was the designer of the Society's flag and "the flying angel" mission is known by sailors all over the world.

The Mission's Aims.

Turning to the aims of the missions, and their methods of obtaining them, Mr. Knox explained that the object was to attempt to supply some part of the life which seamen had profited by their calling. Thus the chaplains who were in charge of the various missions were responsible for organizing amusements and games, at Buenos Ayres the chaplains actually arranged 585 games of football in one year, as well as for dealing with the spiritual side. They have become known as good friends and advisers in every sort of question.

In the earlier days of the mission most of the work was done afloat, but as seamen began to get more shore leave, institutes sprang up in the various ports, with billiard tables, dining rooms, reading rooms, a hall for concerts and entertainments, and all the attributes of a club. In these institutes are offered, all kinds of amusement and social life, as a substitute for the bar and the usual temptations of ports, to which the seaman would otherwise inevitably gravitate from pure lack of anything else to do.

A Great Testimony.

That the work of these missions is widely appreciated is shown by many instances. Perhaps the most striking is that of the Sudan Government, who have actually promised to build and be responsible for the maintenance of an institute on condition that the Society provides a chaplain.

Mr. Knox also told a story which shows how much interest members of the Merchant Service take in these missions. In 1860 on Christmas day there was a sailing ship in Sydney Harbour, with three home-acknowledged apprentices on board. The captain of the Mission to Seamen came on board, and through him they were entertained for the full six weeks of their stay. Four or five years ago one of these three apprentices, then a senior captain in the Union Castle Line, appeared at headquarters and insisted that a branch should be started at Durban, and himself raised the necessary money within six months. He attributed his own professional success to the way he had been cared for at Sydney, and other ports during his early life.

(Continued on next Column.)

MACAO NEWS.

VISITS FROM CONSULAR OFFICIALS.

THE RACE CLUB.

MACAO, February 9th.
An official visit to Macao has been made by the Italian Consul-General at Hong Kong, Senhor Carrara, aboard the Italian gunboat *Sebastiano Caboto*.

The visitors arrived on Sunday, February 8th, and left the following Thursday, and proceeded to pay an official call on H.E. the Governor of Macao, calling later on His Lordship the Bishop of Macao. A tour of the principal places of interest was also made.

An official dinner in honour of the visitors was given by H.E. the Governor on Sunday night.

On the following day in the afternoon the Consul-General for Italy accompanied by the officers of the gunboat *Sebastiano Caboto* and a contingent of sailors paid a visit to the Grotto of Camoens where he laid a wreath at the foot of the pedestal of the bust of the poet.

The distinguished visitor was given a warm welcome during the whole of his sojourn and left declaring himself charmed with Macao and its people. Several football matches between the Italian gunboat and local teams were played, the visitors proving themselves good exponents of the game.

An Unofficial Visit.

Mr. R. C. Tredwell, Consul-General for the U.S.A., in Hong Kong, and a small party of friends, Capt. A. J. L. Whyte, A.D.C. to H.E. the Governor of Hong Kong, Major and Mrs. G. F. Charles, and Mr. L. Childie called on H.E. the Governor on Sunday last and took luncheon with H.E. Senhor Tamagnini de Sousa Barbosa and Madame Barbosa. A short visit was paid to the Macao Photographic Exhibition before returning to Hong Kong the same day.

Recent Publications.

Recent Macao publications include "A Visitor's Handbook to Romantic Macao" and "A Business Man's Macao," both issued by the Publications Office of the Macao Port Works Department.

The Race Club.

The Macao Race Club announces that the first meeting of the year is to take place on Sunday, March 4th. The programme has been issued and the prizes offered are, on the whole, higher than last year and it is hoped that a large entry will come from Hong Kong.

Photographic Exhibition.

The Macao Photographic Exhibition continues as popular as ever and school children to the number of over two thousand have already visited the show, displaying a lively interest in the pictures.

A New Institute.

In his present tour, which, by the way, is costing the Society nothing, Mr. Knox has already passed through India and the Straits in his inspection of branches, and on Saturday he leaves for Shanghai. At the conclusion of this tour he will have visited every branch of the Society except those in South America.

In Hong Kong itself the Seamen's Institute though admirably suited to its purpose will have to be moved during the next few years, for it is important that it should be situated on the sea-front. A site on the Reclamation Area almost immediately in front of the present Institute has been assigned to the Mission, and when the ground is ready, building operations will be started.

Originally Needed.

At first sight tours of inspection which cover the greater part of the world appear to have no disadvantages, but Mrs. Knox pointed out that they were not merely one long holiday. In the course of their visit to Australia, for instance, she was introduced at Melbourne to 300 people and asked to say something different to each "as they won't think much of you, if you have just come out from the Old Country and say the same thing to everyone."

That is in itself a fair strain upon the inventive faculties. But though continually moving from place to place, continually meeting strange people must of necessity be a strain, there is undoubtedly a great attraction in seeing new sights and new places, and in noting the prosperity of a great and world-wide organization for bringing happiness to the hard-working members of the Navy and the Merchant Service.

KUOMINTANG POLICY RESTATE.

MANIFESTO OF FOURTH PLENARY SESSION.

AIMS AND METHODS DEFINED.

PITFALLS OF COMMUNISM.

The *Kuo Min News* Agency has received the complete version of the Manifesto of the Fourth Plenary Session of the Kuomintang and a brief summary, published in the *North-China Daily News*, is given below.

The summary is sufficient to show the importance of the principles agreed upon. Particular attention may be drawn to the need of restraining political agitation in schools; the rallying of all factions from their present divided state under a common ideal; the vital importance to the party of gaining Peking; and the strict avoidance of the pitfalls of Communist methods and designs. It states—

The Nationalist Revolution of China having already entered the period of political and economic reconstruction, will hereafter devote itself to the strengthening of its foundation by carefully carrying out the instructions of its late leader and exerting itself to the utmost of its ability in completing various programmes of reconstruction. Shouldering, as it is, such a heavy responsibility, this Plenary Session hereby resolutely addresses itself to the sacred duty of directing and guiding all Kuomintang comrades and the Chinese people to the realization of the Three People's Principles and announces the following policies to the nation:—

Internal Reconstruction.

All measures of reconstruction shall be based upon the late leader's "Principles of National Reconstruction." Our first duty should be the determination of the principles of government by law; for, if our political principles be not legal and our political organizations be not extensively and, at the same time, minutely regulated, all means of livelihood will receive no protection. To this duty, our Party must henceforth devote its entire energy.

Secondly, it should also be our duty to build a strong and effective administration, as was aimed at by the late leader. Our policy should be to create an efficient administration to relieve the people of their sufferings and to build up a clean government, paying special attention to the improvement of our administrative regulations.

Young Students "Gone Astray."

The welfare of the people hinges upon educational reforms. Our young people to-day have gone astray and fallen victims to many fallacies without realizing the fact. Those realizing it, do not know how to save themselves. Moreover, in the face of countless insidious designs, they are divided among themselves according to their different political affiliations. Even while yet at school they have become objects of political machinations.

The most deplorable fact is the participation by immature students to-day in our political and social strife. To permit these young boys and girls, who have not yet attained maturity, and are without adequate knowledge and experience, to participate freely in the affairs of the nation is not only to sacrifice the life of our race in the future, but also to allow them to treat the entire nation and human society as playthings. To remedy this situation, we should protect the independence of education, filling it with truth. We should guard against the contamination of their youths, popularize education of the people, and increase their knowledge.

Economic Reconstruction.

Improvement of the economic life of the people is one of the aims of the Nationalist Revolution. The Kuomintang, in calling upon the people to help themselves and arousing their enthusiasm, aims at the preservation of the race and not the discovery of means of self-destruction. The Party aims at the promotion and development of our national industries and not the destruction of our people's various means of livelihood. Henceforth, the Kuomintang should concentrate upon the development of all agricultural and industrial enterprises.

Foreign Policy.

The fundamental aim of the Nationalist Revolution is racial equality and national independence, abrogation of all unequal treaties being the one and only method of realizing this aim.

The Northern Expedition.

While the aim of the Kuomintang Revolution does not end with military success, the beginning of the work of unifying China depends

(Continued on next Column.)

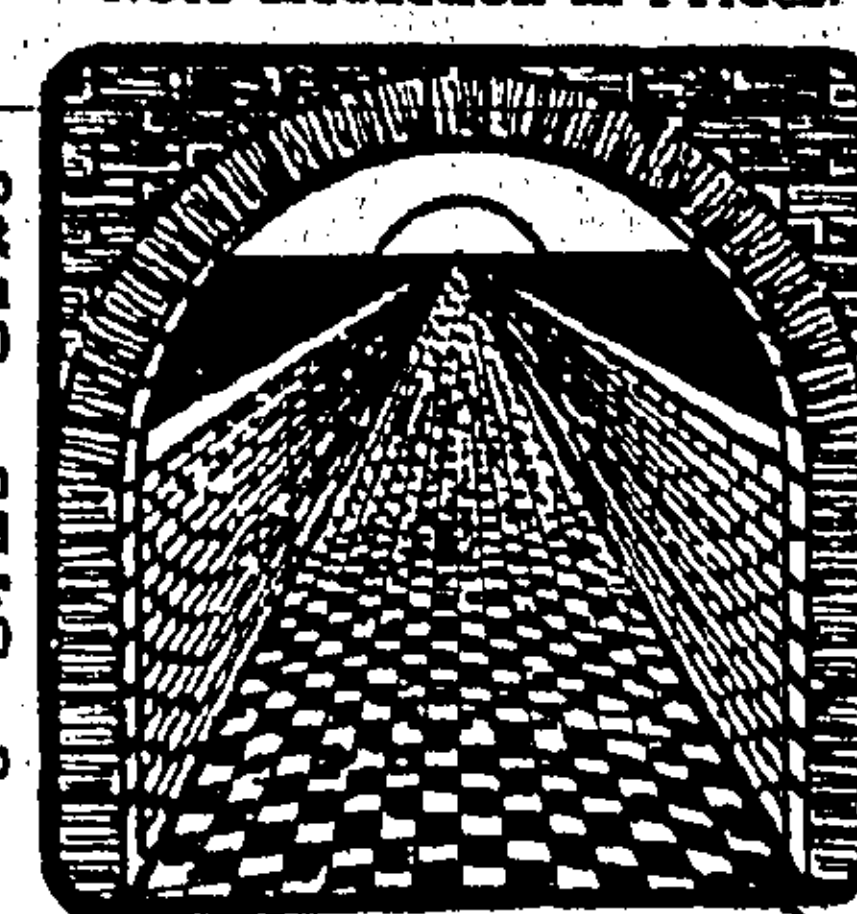
KAIPING HOUSEHOLD COAL

In Lots of not less than 1-ton.— Note Reduction in Prices.

Delivered to Peak District (above Bowen Road), \$24.00 per ton.

Delivered to Bowen Road and Lower Levels, \$22.00 per ton.

Delivered to Kowloon, \$20.00 per ton.



For Price Apply to

THE KAILAN MINING ADMINISTRATION
DODWELL & CO., LTD., Agents, Hong Kong.

DAIRY FARM NEWS.

GAME — REDUCED PRICES
but
QUALITY MAINTAINED

COCK PHEASANTS	\$1.35 each
HEN	\$1.00
WILD DUCK	\$1.00
TEAL	.40
PIGEONS	.35
SNIPES	.30

ORDER EARLY.

THE DAIRY FARM, ICE & COLD STORAGE CO., LTD.

HONG KONG POLICE RESERVE.

[ORDERS BY THE HON. MR. E. D. C. WOLFE, C.M.G., CAPTAIN-SUPER-INTENDENT OF POLICE.]

FLYING SQUAD.

Training Part I.

Men detailed by O.C. are to attend the Central Police Station on Thursday, February 15th, at 5.15 p.m. sharp for Squad Drill under Sergeant R. J. Hunt.

SHARPSHOOTERS CO.

Rifle Practice.

Rifle practice will take place on the Peak Range on Sunday, the 19th inst., at 10 a.m. Members will assemble at the Upper Tram Station at 9.45 a.m. Uniform optional. (Sgd.) L. H. C. CALHOUN, A.S.P., Adjutant.

Hong Kong, February 14th, 1928.

STRAITS SETTLEMENTS GOVERNOR.

SIR HUGH CLIFFORD'S TOUR.

SINGAPORE, Feb. 2nd.
H.E. the Governor (Sir Hugh Clifford) and Lady Clifford sailed by the Straits Steamship Company's new vessel, the *Kedah*, at 11.30 this morning on their journey to Siam and Indo-China.

The Government yacht *Seabelle* was to have taken the party as far as Penang; but two days ago one of her boilers was found to be defective, and in spite of strenuous efforts by the Harbour Board engineering staff she was not in a fit condition to sail this morning. In view of this development the news that the *Seabelle's* successor, which has been built at Home, has already left England on her voyage to the East is doubly welcome.

Special Train from Fraz.
The party will leave Fraz by a special train composed of F.M.S. Railway coaches on Saturday morning and arrive at Hua Hin at 11 o'clock the following morning. A day will be spent here, and the next morning the party will arrive at the Chitr Lada station, Bangkok, where His Excellency will be received by a guard of honour and representatives of the Siam Government.

The same afternoon His Excellency will call on the Minister for Foreign Affairs at the Paravakarn Palace. On the morning of February 7th His Excellency will attend a royal audience at the Ambassadors' Palace, and afterwards he will call on Prince Chandraudat, Prince Damrong and Prince Kamphaeng Bhejra. There will be a royal audience for ladies in the afternoon, and His Excellency will call in the evening upon the Prince of Nagor, Prince Srasti, Prince Narista and Prince Bhannarangit.

Five Days at Bangkok.

The party will spend five days at Bangkok, where His Excellency is sure to receive a particularly warm welcome from the British community there, in view of the fact that it is some years since the head of the British administration in the Straits and Malay States has visited Siam. It will be recalled that Sir Hugh's predecessor, Sir Laurence Guillemard, arranged to visit Bangkok towards the end of his term here, but was prevented from doing so by illness.

The party will spend three days at Angkor and two at Pnompenh, travelling en-tourist, and will visit the famous architectural remains of these cities. They will arrive at Saigon on February 18th, and His Excellency will be entertained at an official banquet by the Governor-General of Indo-China that night. On February 21st the party will sail from Saigon by the *D'Armagans*, and will arrive at Singapore two days later.

Chapter Road.

NEW ADVERTISEMENTS.

PUBLIC AUCTION

PARTICULARS AND CONDITIONS of Sale by Public Auction to be held on MONDAY, the 20th Day of FEBRUARY, 1928, at 3 P.M., at the Office of the Public Works Department, by Order of His Excellency the Governor, of One Lot of CROWN LAND at Shamshui-poi in the Colony of Hong Kong, for a term of 75 years, commencing from 1st July, 1898, with the option of renewal at a Crown Rent to be fixed by the Surveyor of His Majesty's Lands, for one further term of 24 years less three days.

PARTICULARS OF THE LOT.

No. of Sale	Regd. No.	Locality	Boundary Measurements	Contents in square feet	Annual Rental	Upset Price.
1	100/101	Shamshui-poi	As per sale plan	2,692	14	2,692.00

CYMEITHAS DEWI SANT, HONG KONG.

(St. David's Society, Hong Kong.)

THE ANNUAL DINNER of the Society will be held at JAMES CRAWFORD'S RESTAURANT on THURSDAY, MARCH 1st, at 8 P.M. Members are requested to Notify the Undersecretary as soon as possible of the Number of Tickets they require and the Names of their Guests.

G. S. HUGH-JONES,
Hon. Secretary,
9, Queen's Road Central.

ROYAL HONG KONG YACHT CLUB.

"TREVESA" TROPHY.

THE NINTH BI-ANNUAL RACE for SHIPS' LIFEBOATS will be sailed on WEDNESDAY, 14th MARCH Next Starting at 4 P.M. Each Ship may enter any Number of Boats.

Courses—Start from CHANSEL ROCKS, thence to Kowloon Hook (P), Mark off Yacht Club (S), Out Rock Gas buoy (P), Finish at the Yacht Club across the line from West to East.

Competing Boats must be at the Starting Line by 3.30 P.M. and place themselves under the Starter's Orders so that they can be hoisted up before the Gun is fired.

Ships proposing to enter Boats are requested to Notify the Hon. SECRETARY, ROYAL HONG KONG YACHT CLUB, Not Later Than NOON, on the 14th MARCH.

R. J. VERNALL,
Hon. Secretary, H.K.Y.C.,
Hong Kong, 13th Feb., 1928. [5885]

HONG KONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the Certificate No. 5/NS 4923 dated Hong Kong, 2nd October, 1917, for One Share of this Bank Numbered 54089 in the Name of Mr. LO KWONG CHUN has been LOST or STOLEN, and should this Certificate not be produced to the Bank before the 17th MARCH, 1928 a New Certificate for the Share will be issued and the aforesaid Certificate No. 5/NS 4923 will be thereafter treated by this Corporation as NULL and VOID.

By Order of the Court of Directors,
A. C. HYNES,
Chief Manager,
Hong Kong, 11th Feb., 1928. [5880]

"THE SAN-FAN" CIRCUS.

"SAN-FAN" CIRCUS, having returned from AMERICA, are giving SHOWS at the PRATA EAST RECREATION AREA.

Expert European Bandmen and Dancing Girls have been employed.

PRICES:
1st Class ... \$1.00
2nd ... \$0.60
GALLERY SEATS ... \$0.30

TIME TABLE.

NIGHTLY SHOWS
8.00 P.M. to 11.00 P.M.

MATINEES
2.00 P.M. to 5.00 P.M.

Every Saturday and Sunday, and other General Holidays. [5799]

INTIMATIONS.

THE "STAR" FERRY CO., LIMITED.

NOTICE TO SHAREHOLDERS.

NOTICE IS HEREBY GIVEN that the THIRTIETH ORDINARY ANNUAL MEETING of this Company will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., on THURSDAY, the 16th FEBRUARY, 1928, at 12.30 P.M. for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the Year ended 31st December, 1927, and if thought fit to sanction the Payment to the Directors of the Yearly Sum of \$1,000.00 as an Annual Bonus in addition to the Yearly Sum of \$1,000.00 payable to them under paragraph 96 of the Company's Articles of Association as from the 1st JANUARY, 1928. The purpose of this is to make effective the following Resolution passed at the Annual Meeting of the Company held on 24th JANUARY, 1927—"That the Directors' remuneration be increased from \$1,000.00 per annum to \$2,000.00 per annum."

THE REGISTER OF SHARES of the Company will be CLOSED from MONDAY, the 12th FEBRUARY, 1928, to THURSDAY, the 16th FEBRUARY, 1928, Both Days inclusive.

By Order of the Board of Directors,
F. H. ORAPPELL,
Secretary,
Hong Kong, 30th Jan. 1928. [5825]

THE BANK OF EAST ASIA, LTD.

NOTICE IS HEREBY GIVEN that the NINTH ORDINARY MEETING OF SHAREHOLDERS will be held at the Registered Office of the Company, No. 10, Dzs Vozuz Road CENTRAL, on SATURDAY, the 17th FEBRUARY, 1928, at 3.30 P.M., for the purpose of receiving a Statement of Accounts and the Report of the Directors for the Year ending 31st DECEMBER, 1927.

The TRANSFER BOOKS of the Company will be CLOSED from SATURDAY, 11th FEBRUARY to SATURDAY, 17th FEBRUARY, 1928 (Both Days inclusive), during which period No Transfer of Shares can be registered.

By Order of the Board of Directors,
KAN TONG PO,
Chief Manager,
Hong Kong, 3rd Feb., 1928. [5844]

HONG KONG AUTOMOBILE ASSOCIATION.

NOTICE OF MEETING.

NOTICE IS HEREBY GIVEN that the ANNUAL GENERAL MEETING of the Members of this Association will be held in the Office of Messrs. JARDINE, MATHESON & Co., Ltd., on WEDNESDAY, 22nd FEBRUARY, 1928, at 5.30 P.M., to pass and adopt the Accounts for the Year ending 31st DECEMBER, 1927, and to elect Officers, etc.

By Order,
G. E. S. UPSDELL,
Hon. Secretary
[5879]

HONG KONG & SHANGHAI BANKING CORPORATION.

NOTICE IS HEREBY GIVEN that the ORDINARY YEARLY MEETING OF THE SHAREHOLDERS in this Corporation will be held at CITY HALL, Hong Kong, on SATURDAY, the 24th FEBRUARY, 1928, at NOON, for the purpose of receiving the Report of the Court of Directors together with a Statement of Accounts for the Year ending 31st DECEMBER, 1927.

The REGISTER OF SHARES of the Corporation will be CLOSED from MONDAY, the 13th FEBRUARY, to SATURDAY, the 24th FEBRUARY, 1928 (Both Days inclusive), during which period No Transfer of Shares can be registered.

By Order of the Court of Directors,
A. C. HYNES,
Chief Manager,
Hong Kong, 6th Feb., 1928. [5835]

THE HONG KONG, CANTON & MACAO STEAMBOAT CO., LIMITED.

NOTICE TO SHAREHOLDERS.

THE ONE HUNDRED AND EIGHTH ORDINARY MEETING OF SHAREHOLDERS in the Company will be held at the Office of the Company, No. 4, Des Voeux Road, on TUESDAY, 26th FEBRUARY, 1928, at NOON, for the purpose of receiving a Report of the Directors, together with a Statement of Accounts, and electing Directors and Auditors.

The TRANSFER BOOKS of the Company will be CLOSED from WEDNESDAY, 14th FEBRUARY, to TUESDAY, 26th FEBRUARY, 1928, Both Days inclusive, during which period No Transfer of Shares can be registered.

By Order of the Board of Directors,
JOHN ARNOLD,
Secretary,
Hong Kong, 4th Feb. 1928. [5884]

FANLING HUNT STEEPLE CHASE.

SPRING MEETING.

SATURDAY, 3rd MARCH, 1928.

ENTRY Forms to be Returned to
DA. F. PIERCE GROVE,
ALEXANDRA BUILDING, BEFORE NOON,
MONDAY, 20th FEBRUARY. [5881]

INTIMATIONS.

RACE HOLIDAYS.

THE EXCHANGE BANKS will OPEN for the TRANSACTION of PUBLIC BUSINESS at 9.30 A.M. on WEDNESDAY, the 15th INSTANT, CLOSE at 12 NOON.

Hong Kong, 8th Feb., 1928. [5866]

HONG KONG JOCKEY CLUB.

RACE MEETING, 1928.

15th and 18th FEBRUARY.

The First Race on Each Day will be run at 12 O'clock Noon. The First Ball will be rung at 11.30 A.M. Each Day.

MEMBERS' BADGES.

MEMBERS' BADGES of Admission are now ready and may be obtained by those Members who have not already received them, from Messrs. LESTRAD & DAVIS, Alexandra Buildings.

Members are reminded that these Badges will also admit them to all the Extra Race Meetings of this year.

MEMBERS' ENCLOSURE.

Members have the privilege of obtaining a Limited Number of Tickets available and may be obtained from Messrs. LESTRAD & DAVIS, Alexandra Buildings, on or before SATURDAY, 11th FEBRUARY, 1928, at a Cost of \$10 Each Per Day or \$30 for the Meeting.

The Charge for Admission for Ladies to the Members' Enclosure will be \$4 Per Day. Each Member can obtain upon application to the SECRETARY, Badges for the Admission of Two Ladies Free of Charge. On no pretext will Children be permitted in either Enclosure during the First Three Days Racing.

PUBLIC ENCLOSURE.

Tickets of Admission to the Public Enclosure, Price \$3 Per Day for all Persons including Ladies, may be purchased from Messrs. KELLY & WALSH, Ltd., or at the Gate.

Soldiers and Sailors in uniform admitted to the Public Enclosure at \$1 Per Day.

SERVANTS' PASSES.

Passes for Servants will be issued on application to Messrs. LESTRAD & DAVIS, Alexandra Buildings.

Employers are requested to distribute them with discrimination, and to endorse their Names on the Passes.

Servants are not permitted in the Members' Enclosure except for passing through on their duties, but must remain in their employers' stands.

Any Persons found loitering about with Servants' Passes in their possession will forfeit the same and will be removed from the Enclosure.

By Order,
C. B. BROWN,
Secretary,
[5826]

HONG KONG JOCKEY CLUB.

DRAFT Programmes and Entry Forms for the FIRST EXTRA RACE MEETING to be held on SATURDAY, 24th FEBRUARY, 1928 (Weather Permitting), may be obtained at the RACE COURSE, HONG KONG CLUBS and CAUSEWAY BAY STABLES.

Entries will CLOSE at 12 O'CLOCK NOON on MONDAY, 20th FEBRUARY, 1928. [5869]

THE HONG KONG & KOWLOON WHARF & GODOWN CO., LTD.

NOTICE TO SHAREHOLDERS.

THE FORTY-FIRST ORDINARY ANNUAL MEETING OF SHAREHOLDERS will be held at the Office of Messrs. JARDINE, MATHESON & Co., Ltd., on WEDNESDAY, the 29th FEBRUARY, 1928, at NOON, for the purpose of receiving the Report of the Directors and the Statement of Accounts for the Year ended DECEMBER 31st, 1927.

The TRANSFER BOOKS of the Company will be CLOSED from FRIDAY, the 17th FEBRUARY, 1928, to WEDNESDAY, the 29th FEBRUARY, 1928, Both Days inclusive.

By Order of the Board of Directors,
F. H. ORAPPELL,
Secretary,
Hong Kong, 13th Feb., 1928. [5878]

NOTICE.

MONIES up to \$200,000 are Available for Investment on 1st Class Mortgage Security subject to a Trustee Valuation.

Apply—Messrs. DEACONS,
Prince's Buildings.
[5791]

PREPAID "WANTED" ADVERTISEMENTS.

WANTED—COMPRADORE with Security by Old Established European Firm having Extensive Connections and Agencies Import Export previous experience essential very good prospects for right man. Apply Box 307, c/o Hong Kong Daily Press. [5807]

INTIMATIONS.

TO LET.

FROM 1st MAY for 6 Months "KIEK-UT" STYRES ROAD, Eight Rooms, Fully Furnished and Garage. Apply Box 3837, c/o Hong Kong Daily Press. [5837]

TO LET.

A FLAT in CANTON BUILDINGS Kowloon—Apply to HUI PHREYS ESTATE & FINANCE CO., LTD., ALEXANDRA BUILDINGS. [5617]

TO LET—For 8 Months from 3rd MARCH, on the PEAK within Easy Reach of Tram Terminals, Six-roomed HOUSE with Verandah, Cool and Breezy, Excellent View. Well furnished and Modern Sanitation. Use of Car may be arranged—Apply Box 5739, c/o Hong Kong Daily Press. [5739]

DO YOU WANT BETTER HEALTH? SIMPLY WAY—No long waiting for Results—Cataracts, Malaria, Rheumatism, Nervousness, Indigestion, Constipation, Cough, Asthma, Bronchitis, Dropsy, POO ON HERB CO. (Yee Fook Loo, Chinese Herbalist, 25 years' experience in America), 62A, Queen's Road Central (1st floor), Entrance 86, Queen's Road Central.—Hours: Daily 9 a.m. to 12 noon, 1.30 p.m. to 5 p.m. (Sundays 10 to 3).

POCKET CALCULATOR which Adds, Subtracts, Multiplies Accurately like Big Machines and Counts up to 999,999,999. It is so Useful, Convenient and Inexpensive that it does the Entire Work Satisfactorily, Rapidly and Accurately. \$15 Post Free. D. H. WARDEN, GANDHY, BOMBAY. [5860]

SCHOONER WANTED—About 25 Tons, with or without Auxiliary Engine. A.I. Condition Essential. Full particulars to J. S. Box No. 5838A, c/o Hong Kong Daily Press. [5838A]

Hong Kong Office: 11, Ice House Street.
London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.
HONG KONG, FEBRUARY 15th, 1928.

A DEMAND FOR PENNY POSTAGE.

We are not surprised to learn from London that the business world is agreeably stimulated by the prospect that a return to the Penny Post will be a feature of this year's Budget. If it is to be very popular. But it will be something more than that—Penny postage will be an encouraging sign of the times, a concrete proof in the economic field that Britain has weathered the worst of her post-war troubles. It is necessary to go back to the year 1841 and the spacious days of Sir Rowland Hill to grasp fully all that is implied. For at that period the introduction of the Penny Post meant to the Victorians the outward and visible sign of financial triumph. It stood for solid and material prosperity. Like the Queen, and the Constitution, and the Crystal Palace, and railway trains at sixty miles an hour it was a symbol of national greatness and achievement in the Nineteenth Century. The introduction of cheap means of communication was something definitely in advance of anything that had gone before.

The habit of mind remained down to the opening of the Great War. It is scarcely too much to say that the increase in the cost of postage brought home to the people of Great Britain more than anything the magnitude of the struggle. The disappearance of the penny stamp was in the nature of a shock. The increase in price was proof that the old order had passed away, yielding place to a new era which was not going to be by any means as pleasant as the old. In this particular public sentiment and intuition were profoundly right.

Since the end of the war there have been numerous attempts at revival of the old rate of postage and one or two vague promises. But financial embarrassment and the pressing needs of the Treasury were factors that could not be ignored. The last time the question was urged upon the Government was in 1923, but the industrial troubles that darkened that year prevented anything being done. It was disappointing, but at the same time served as confirmation of the fact that the country had not accomplished the return to sound conditions.

Now the cry is raised again, and the time seems opportune. Last year the Post Office had a surplus amounting to several million pounds. It is confidently expected that in the financial year ahead there will be a similar balance to the good. Everybody can understand how tempting these millions must appear to Mr. Churchill, who is hard pushed to square the national accounts without imposing fresh taxation. Naturally he looks at the post Office surplus with a covetous eye. But there is sound sense in the argument that it is inequitable to take the earnings of a State Department and apply them to the reduction of a Budget deficit. The obvious use of such a surplus should be to reduce the cost of postage, because there can be no better way of helping to restore business prosperity.

The State did not desire when it created the postal monopoly that the main object should be profits to relieve the desperate need of a Chancellor. The *raison d'être* of State control was, of course, national protection of a means of communication. But beyond that purpose there can be no reason or national advantage in maintaining

INTIMATIONS.

FINE SHERRIES.

SUPERIOR PALE DRY.

FULL GOLDEN.

of very superior quality;

grown and bottled by

Anto. R. Ruiz Y. Hermanos,

Xeres de la Frontera,

specially selected.

FINE PORTS

ROBERTSON'S

Douro

Choice Old

SILVA & COSEN'S

Very Fine Old Tawny.

A. S. WATSON

& CO., LTD.

WINE AND SPIRIT MERCHANTS.

PHONE C. 616.

[50]

the system in such a manner that it acts as a restraint on commercial progress and prosperity. That is what is happening at present at a time when it is clear that the Post Office as a Department could afford to lighten the cost of postage and give an added stimulus to individual enterprise.

The usual monthly meeting of the Committee of the Chinese General Chamber of Commerce will be held on Friday, at 2.30 p.m.

St. Peter's Church Young Men's Club are holding a dance at Lane Crawford's Restaurant to-night, beginning at 8.45. The music will be supplied by the "Titanic's Melodians."

A further theft of telephone wire was reported to the police yesterday by Mr. A. N. Braude, of the Hong Kong Telephone Company. The wire, which was worth \$20, was cut on the hillside near Shauiwan.

A wireless message received at the Water Police Station yesterday stated that a fire broke out in a matchbox at Cheungchau at about midnight. Two boys were burned to death before the police and the villagers put out the fire.

Nine Chinese who were arrested in a raid by the police at No. 2, Percival Street, Wanchai, were brought before Mr. R. E. Lindsell at the Central Magistracy yesterday on a charge of being in possession of a bomb. They were remanded for one week in police custody.

Passengers departing on the s.s. *Changha*, bound for Australian ports, at Manila, yesterday, included:—Mr. L. M. Whyte, Mr. R. J. Birbeck, Mr. W. G. B. Hall, Mr. N. C. Berry, Mrs. and Miss Paterson, Mr. C. F. Bird, Dr. and Mrs. Chockson, Mr. and Mrs. C. A. Jamieson and Miss Jamieson.

Among passengers arrived here yesterday by the s.s. *President Jackson*, from the North, were:—Mr. A. Armour, Mrs. C. Atkinson, Mr. and Mrs. F. H. Barnes, Mr. G. B. Brown, Mr. and Mrs. J. A. Cruz, Lieut.-Comdr. A. Day, R.N., Col. H. H. Ensor, Mr. T. Y. Deane and Lieut.-Comdr. F. C. Woodhouse, R.N.

Hop Tin, a seaman, who was charged with attempting to obtain \$4,000 by falsely pretending to certain persons that the money was required for the release of four of their relatives detained by the Chinese authorities in Shanghai, was discharged by Major C. Willson at the Central Magistracy yesterday. Mr. C. A. S. Russ appeared for the defence.

The draft programmes and entry forms of the sixth extra race meeting, to be held under the auspices of the Macao Race Club, on Sunday, March 4th, can be obtained upon application to the International Race and Recreation Club of Macao, Ltd., the Hong Kong Jockey Club and Causeway Bay Stables. Entries close at 3 p.m. on Friday, February 24th.

Last week's return of notifiable disease in the Colony, according to reports to the Medical Officer of Health, is as follows:—Enteric fever: 4 cases (2 from the city, 1 each from Kowloon and Aberdeen); 2 were Chinese, one British and one Indian. Diphtheria: 2 cases from the city district—one death during the week. The only case of notifiable disease reported to the Medical Officer of Health yesterday was that of a Chinese, with enteric fever from the city registration district.

WEATHER REPORT.
SOME DRIZZLE OR MIST.

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5.10 p.m., stated:—

The anti-cyclone over China has increased in intensity and fresh monsoon will prevail along the S.E. coast of China and over the China Sea.

Local Forecast:—N.E. winds, fresh; cloudy; some drizzle or mist.

LEAVING TO-DAY.

PASSENGERS ON THE "EMPRESS OF CANADA."

Passengers leaving to-day on the R.M.S. *Empress of Canada*, which sails at daylight, include the following:—

Major and Mrs. Henshaw, of Quetta, India, for Vancouver.

Mr. C. C. Knight, of Butterfield & Swire, Shanghai, going to the Northern port.

Mr. F. W. Mathieson, of the Passenger Department, C.P.R., on transfer to Kobe.

Mr. J. S. Gublay, for Shanghai.

Mr. and Mrs. H. Burgess, Mr. Burgess is the Superintendent-Engineer of the C.P.R. and is returning to Vancouver with his wife, after being in Hong Kong for sometime in connection with the annual overhaul of the "Empress" liners.

Mr. O. Eager, of the export department of Messrs. Jardine, Matheson & Co., Ltd., on a business and holiday trip to Vancouver, and thence to South America, etc.

Mr. W. R. Mansfield, of the Union Insurance Company, for Shanghai.

COMING TO HONG KONG.

PASSENGERS DUE ON THE "KASHMIR."

The P. & O. s.s. *Kashmir* is due here on Friday with the Home mails, and among the passengers announced to be on board for Hong Kong are:—Miss B. L. Arnold, Rev. and Mrs. E. Bond, Mr. F. Baker, Mr. and Mrs. W. Brown.

Mr. R. F. Clark, Mr. J. M. Duncan, Mr. and Mrs. R. J. Everest, Mr. R. J. Everest, Miss M. M. Everest, Miss E. Elder, Miss A. Elbridge, Mrs. L. Ellis, Mr. S. C. Feltham, Consul-General Grut and Mrs. Grut, Miss Grayburn, Mr. J. Murphy, Mr. and Mrs. A. B. Osmund, Mr. and Mrs. Petch, Pay-Lt.-Comdr. F. D. Pearce, R.N., Mr. and Mrs. D. M. Ross, Lt.-Col. A. D. Radcliffe, Mr. and Mrs. W. T. Roberts, Mr. and Mrs. W. F. Stoe, Miss A. Symington, Mrs. L. Shaw, Mr. A. Thomson, and Mr. J. J. Walsh.

BANDMASTER LARTER'S LITTLE DAUGHTER.

FUNERAL SERVICE AND CREMATION YESTERDAY.

The funeral of Gabrielle Larter, the eight-year-old and only daughter of Bandmaster and Mrs. E. L. Larter, 572nd Punjabi Regiment, who was killed by a fall from the verandah of their house in Salisbury Avenue, Kowloon, on Sunday, took place yesterday morning.

A service was conducted by the Rev. G. F. Stophord in the Chapel at the Protestant Cemetery, Happy Valley, and later the remains were taken to the Japanese Crematorium at Sookunpo Valley for cremation. The ashes will be taken to India by the parents when they leave with the Regiment in another fortnight.

Wreaths were sent by Lieut.-Col. Coates, Officers and their wives of the 572nd Punjabi Regiment, Major Frank Hogg and Mrs. Hogg, Mr. and Mrs. Browning, Mr. and Mrs. D. Tolan, Mr. and Mrs. M. J. Howe, Mr. and Mrs. G. C. Cotton, Mr. and Mrs. L. A. da Costa, Mr. and Mrs. H. J. Silva, Mr. and Mrs. M. A. de Alencar, Constable and Reginald, Nora Kelly, and others.

BANVARD COMPANY AT KOWLOON.

SEASON OF FOUR NIGHTS.

To-morrow at 9.15 p.m. the Banvard Musical Comedy Company begin a season of four nights in the Star Theatre. The first piece to be presented will be "Katja the Dancer," which will be followed by "Mercurial Mary," "Queen High" and "Review of Revers." Booking is now open at Mountain and the Star Theatre. There will be a late train to the Peak.

25 CENTS A MONTH!

James Van Slyke, 22-year-old American newspaper reporter, arrived in Hong Kong yesterday aboard the s.s. *President Jackson*, Dollar liner en route to Manila from San Francisco. Mr. Van Slyke is an accredited N.E.A. Service correspondent and is making his first visit to the Orient as a correspondent.

He receives twenty-five cents per month. His purpose is to get experience.

COLDSTREAM GUARDS HAVE GREAT SEND-OFF FROM SHANGHAI.

SHANSI SUCCESS AGAINST FENGTHIENESE ON NORTHERN FRONT.

CHANG TSO LIN REINFORCING HIS KALGAN FRONT LINE.

FOREIGN MINISTERS AND TARIFF REVISION.

FURTHER DETAILS OF HAICHOW PIRACY: JAPANESE SEAMEN CAPTURED.

The 2nd Battalion of the Coldstream Guards had a great reception when they left Shanghai at noon yesterday for England.

Successful attacks by Shansi troops over Fengthiense on the Northern front are reported.

Foreign military officials are of opinion that the reports of revolt against the "Christian General" are exaggerated.

News regarding the Haichow piracy shows that four Japanese seamen are still held by the pirates.

THE "COLDSTREAMS" LEAVE FOR ENGLAND.

[THROUGH REUTER'S AGENCY.]

SHANGHAI, Feb. 14th.

The Coldstream Guards left for England at noon to-day aboard the transport *Atsuga*.

Their departure was marked by a wonderful demonstration on the part of the British community of the popularity of the officers and men of this famous regiment.

Thousands of Shanghai's cosmopolitan population turned out early this morning to witness the Guards' last march from their billets to the wharf. Along the route, on which they were played off at various points by the bands of the Welsh Regiment, the Suffolks, Bedfordshire and Northamptonshire and as the wharf, hundreds of British and other Shanghaiers accompanied them and stayed until the transport was far out on the river.

FIGHTING ON NORTHERN FRONT.

(Wah Tze Yat Pao.)

SHANGHAI, February 14th.

During the last few days the Shansi troops have been engaged in severe fighting with the Fengthiense at a point to the east of Nganmu-kuen.

It is reported that the Shansi troops had the upperhand. Meanwhile, on the northern front, they have succeeded in driving the Fengthiense out of Tatum.

On receiving this news, Marshal Chang Tso Lin immediately ordered a number of troops, under General Wan Fu Lin, to reinforce the front line at Kalgan.

Mr. T. V. Soong, Nationalist Minister of Finance, proceeded to Hangchow, the capital of Chekiang, yesterday, for the purpose of raising funds.

(Wah Kung Po.)

SHANGHAI, February 14th.

Marshal Chang Tso Lin, owing to hard pressure from Marshal Feng Yu Hsiang's troops, ordered the Fengthiense troops to withdraw from the northern bank of the Yellow River. Simultaneously, he ordered General Chang Tsung Chung to proceed to Tsinanfu in Chihli to direct the operations there.

THE CONFERENCE AT KAIFENG.

(Wah Tze Yat Pao.)

SHANGHAI, February 14th.

A telegram from Nanking states that Marshal Chiang Kai Shek arrived at Hangchow, Honan, on the 11th inst. On the same day he went to Kaifeng, where Marshal Feng Yu Hsiang has arrived to meet him.

A military conference will be called there to discuss joint attacks on the Fengthiense. Besides Feng and Chiang, personal representatives from General Tan Yen Kai and Yen Shih Shan will also attend the conference.

General Tan Yen Kai will shortly leave Nanking for Hankow with a mission to reorganise the Hankow Political Commission.

HO CHIEN'S OFFER TO THE NATIONALISTS.

(Wah Tze Yat Pao.)

SHANGHAI, February 14th.

According to a report from Hunan, General Ho Chien, who is commanding the defeated Hunanese troops, has offered peace terms to General Bai Chang Hsi.

Consequently a peace conference, attended by representatives from both sides, has been called at Shueing, western Hunan, to discuss surrender terms.

A later report states that the terms suggested that Ho Chien be reappointed by the Nationalist Government commander of the 36th Army Corps and that his troops be responsible to round-up Li Ben Hsien's remnants in Western Hunan. This has been agreed to.

GUN POWDER AND FACE POWDER.

U.S. NAVY SECRETARY'S REPLY TO CRITICISM.

UPHOLDS BUILDING PROGRAMME.

CRITICS EXPRESS HORROR.

[REUTER'S AMERICAN SERVICE.]

INDIANAPOLIS, Feb. 14th.

In a speech, Mr. Wilbur, Navy Secretary, admitted that the United States Government were "being bombarded with telegrams, letters and resolutions expressing horror" at the Nine-Year Building Programme at a cost of \$740,000,000. Mr. Wilbur, however, strongly deprecated such criticisms of the Administration's policy and declared that the women of America spent over twice that amount on cosmetics in a single year. He remarked that there were times when gunpowder was more valuable than face-powder.

TO FLY OVER THE NORTH POLE.

ARCTIC EXPLORER'S INTENTION.

TO "PLANT U.S. FLAG."

[THROUGH REUTER'S AGENCY.]

SEATTLE, Feb. 14th.

The Arctic explorer, Captain George Wilkins, accompanied by Lieutenant Ellison, have left for Alaska to make a third attempt to fly over the North Pole in search of land whereon to plant the United States flag. He expects to start the flight early in Spring from Point Barrow in Spitzbergen, and estimates that the distance is 2,100 miles. He is taking a new aeroplane and six months' supplies.

THE FLIGHT TO SINGAPORE.

STEADY PROGRESS BEING MADE.

[THROUGH REUTER'S AGENCY.]

CAIRO, Feb. 14th.

The British airman Major Newall and Captain Vincent have arrived at Tripoli en route to Singapore.

LINDBERGH'S LATEST PERFORMANCE.

[REUTER'S AMERICAN SERVICE.]

ST. LOUIS, MISSOURI, February 14th.

Lindbergh flew a non-stop 1,200 miles from Havana in 15 hours, and completed the "goodwill" flight.

THE CAPTURED GERMAN MISSIONARIES.

RELEASED BY TROOPS.

[THROUGH REUTER'S AGENCY.]

PEKING, Feb. 14th.

It is reliably reported that the captured German missionaries have been released unhurt. It is understood that troops from Tsinanfu effected the release.

BRITAIN'S LOST COTTON MARKET IN CHINA.

LABOUR CRITICISES GOVERNMENT POLICY.

JAPAN'S COMPETITION.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 13th.

After a debate lasting four days, the House of Commons to-day rejected the Labour Amendment to the Address in Reply to the King's Speech, regarding that no mention was made of measures designed to grapple with the pressing problem of unemployment. The House rejected the amendment by 293 votes to 137.

In the course of the debate, Mr. J. R. Clynes made special reference to the cotton industry, declaring that Britain's political policy had a good deal to do with the loss of the Lancashire markets in India and China.

Japanese competition, he continued, could not altogether account for the huge decline in the exports of cotton cloth to China.

Mr. Clynes urged the Government to institute an impartial enquiry to ascertain how far the threatened wage reduction could be any adequate contribution to cheaper production, or to the provision of better markets.

THE BRITISH UNEMPLOYED.

PRIME MINISTER'S NEW POINT OF VIEW.

MORE EMPLOYED THAN BEFORE THE WAR.

[BRITISH WIRELESS SERVICE.]

RUGBY, Feb. 14th.

The unemployment situation was reviewed from a new standpoint by the Prime Minister in a speech in the Commons' debate on the Labour amendment to the Address last night. He pointed out that it was misleading to speak of one million unemployed as such as quite half of those officially recorded as unemployed were occasionally in work and a good proportion of the remainder had good hopes of getting employment, although perhaps in other industries. This problem of transference was at present of chief importance. Half a million more men and women were in employment now than before the war and apart from blank spots employment had not been steadier for twenty years. Having referred to the tendency of industrial development to move from the north to the Midlands and South of England, he said that there was hope in new or expanding industries.

BRITAIN AND BOXER INDEMNITY.

GOVERNMENT'S WHITE PAPER.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 13th.

The Government has issued a White Paper giving a detailed account of the China Indemnity Fund for the year ended March 31st, 1927.

The account shows a balance of £1,331,000, which is banked in Shanghai. It is charged with the expenditure of £48,000 incurred by the Secretary of State under the China Indemnity Act, including fees of £210,000 and the travelling expenses of the six members of the Advisory Committee, who examined the situation in China.

The White Paper remarks that no steps have yet been taken to give legislative effect to the proposals of the Advisory Committee.

CATHOLIC PRIEST LEADS REBELS.

BRIEF MEXICAN BATTLE.

[REUTER'S AMERICAN SERVICE.]

MEXICO CITY, Feb. 13th.

Twelve rebels were killed and three captured and executed in the course of a brief battle near Coalcoman.

According to official reports of the engagement four hundred rebels took part in the fight, directed by a Catholic priest and a rebel chieftain.

GERMANY'S METAL WORKERS.

THREATENED WITH LOOK-OUT.

[THROUGH REUTER'S AGENCY.]

BERLIN, Feb. 13th.

A gigantic look-out of over 800,000 metal-workers is threatened, to eventuate on February 22nd, unless 50,000 men who are on strike in Central Germany resume work in the meantime.

All the big metal firms will be involved. [The dispute arises out of a wages dispute last year. The matter was arbitrated upon but the United Workers' Union declined to accept the arbitrator's award. The employers also objected to the award, but the matter was regarded as settled when on December 20th, the Minister of Labour declared that the decision was binding on both parties.]

U.S.A. AND MONOPOLIES.

COLLECTIVE PURCHASING BY COMBINES.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, Feb. 13th.

The Judiciary Committee of the House of Representatives has approved the Bill introduced by Mr. Newton to permit collective purchasing by American combines of rubber, potash and steel, which products are "under monopoly control by foreign countries."

MRS. WINSTON CHURCHILL UNDERGOES OPERATION.

[BRITISH WIRELESS SERVICE.]

RUGBY, Feb. 13th.

Mrs. Churchill, wife of the Chancellor of the Exchequer, has undergone an operation for acute mastoiditis. She is making satisfactory progress.

UNEMPLOYMENT IN NEW YORK.

ACUTEST FOR YEARS.

LONG "BREAD LINES" FORMED.

FREE LODGING HOUSES RE-OPENED.

[REUTER'S AMERICAN SERVICE.]

NEW YORK, February 14th.

It is estimated that there are 5,000 unemployed—and the number is increasing—in New York City. Free lodging houses, most of which had been closed for some years have re-opened, and the "bread lines" yesterday were the longest since 1918. Hundreds of men lined up for hours in the bitter cold to obtain coffee and bread from the missions.

New York City is confronted with the acutest unemployment problem in the States except in the mining areas of Pennsylvania and Ohio.

PERSIA AND AN AIR SERVICE.

BRITISH GOVERNMENT STILL NEGOTIATING.

[BRITISH WIRELESS SERVICE.]

RUGBY, Feb. 13th.

In the House of Commons to-day, the Foreign Secretary was asked whether the Note recently sent to the Persian Government dealt with the subject of permission to British aeroplanes to fly over Southern Persian territory en route between Iraq and India.

He replied that the attention of the Persian Government had, on several recent occasions been drawn to the desirability of concluding a friendly settlement of questions outstanding between the two Governments, of which one was the establishment of a civil air service between Iraq and India. Hitherto the attitude of the Persian Government had not permitted such a service to be operated but negotiations were still proceeding.

FOOT AND MOUTH DISEASE.

STATEMENT IN THE COMMONS.

[BRITISH WIRELESS SERVICE.]

RUGBY, Feb. 13th.

The Minister of Agriculture was asked in the House of Commons to-day whether Canada, Australia and New Zealand were now free of foot and mouth disease, and whether, in view of outbreaks of that disease in this country, which had been traced to the importation of meat from South America, he would consider the desirability of limiting the importation of meat to supplies from countries which were free from disease.

The Minister replied that Canada, Australia and New Zealand were now free from the disease. In recent years no definite proof had been obtained that outbreaks of the disease in this country had been due to infection imported from South America. Suspicion had, however, arisen that certain outbreaks had been due to cloths in which imported meat was wrapped, or to bone or other parts of carcasses. To guard against this danger orders had been issued to require bones or other parts of carcasses, or cloths in which they were wrapped, to be boiled or disinfected before being brought into contact with animals. Negotiations had been in progress with the South American Governments which should result in the adoption in those countries of measures preventing the introduction of infection into Great Britain.

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BRITAIN'S OLYMPIC TEAM.

AN ADDITIONAL £3,000 NEEDED.

LORD ROCHDALE'S APPEAL.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 14th.

Lord Rochdale, Chairman of the Olympic Association, in appealing for a further £3,000 in addition to the £3,000 already collected, in order to send a full team of 300 athletes to represent Britain at the Olympic Games at Amsterdam in August, says that unless this is forthcoming by the end of April Britain will be unable to participate in the games.

RUBBER RESTRICTION SCHEME.

QUESTIONS IN PARLIAMENT.

OFFICIAL REPLIES.

[THROUGH REUTER'S AGENCY.]

LONDON, Feb. 13th.

In the House of Commons, Sir W. Lane-Mitchell asked, in view of the anxiety and uncertainty of the rubber trade, owing to the announcement of the enquiry into the restriction scheme, whether Mr. Baldwin would give an assurance that long notice be given of any alteration, so that the trade would be able to carry on the assumption that the present scheme would continue in force for at least twelve months.

Mr. Baldwin replied that he was unable to anticipate the nature of the Committee's report or the action which the Government would take thereon. He asked for notice of a question as to whether the leaders of the rubber-producing industry would be consulted before any action was taken.

The Declaration's "Suddenness."

Replying to members who dwell on the resentment caused owing to the news of the decision to enquire into the scheme being known in America before it was announced in London, and the inconvenience caused to business in the city by the suddenness of the declaration, and who suggested that those interested in the industry should be consulted before any announcement was made as to the result of the present enquiry, Mr. Baldwin emphasized that it would be most difficult to provide that any announcement on any given subject, at any time, would not be sudden.

Mr. Baldwin added that, if the announcement was known in New York on February 8th, it could only have been by a misunderstanding of the terms on which it was given to Press representatives for publication on February 9th.

DOMINIONS' SECRETARY.

MR. AMERY INTERVIEWED.

[BRITISH WIRELESS SERVICE.]

RUGBY, Feb. 13th.

Mr. L. C. M. S. Amery, the Dominions Secretary, was back in the House of Commons to-day, after his tour of the Overseas Dominions. He was greeted with loud cheering. In an interview, he declared that his tour had been exceedingly useful in increasing his own knowledge of conditions and problems of the Dominions, and in improving the understanding between the Dominions and the Home country. He thought the precedent which he had set in making such a tour would be followed in the future, and that it would be regarded henceforth as the first duty of the Dominions Secretary to visit the overseas parts of the Empire.

He said: "We cannot expect Dominion Ministers to do all the travelling. At an Imperial Conference one meets two or three Ministers, as well as leaders of the Opposition and prominent men in every walk of life who could bring me in touch with the life of the community. In my speeches I sought everywhere to show that the old era of empire relationships closed with the last Imperial Conference, and that equal freedom of Dominions under the Crown was a freedom not of irresponsibility, but of responsibility."

UGANDA'S COTTON CROP.

[BRITISH WIRELESS SERVICE.]

RUGBY, Feb. 13th.

Official advices from Uganda estimate that the cotton crop of the protectorate for the year 1927-28, as from 110,000 to 140,000.

so that the trade might be able to carry on in the assumption that the present scheme would continue in force for at least twelve months.

The Premier replied: "I cannot anticipate either the nature of the Committee's report or the action which the Government will take on its receipt."

MR. ORMSBY GORE'S TOUR.

[THROUGH REUTER'S AGENCY.]

LONDON, February 14th.

Mr. Ormsby Gore, Dominions Under-Secretary, is expected to leave for the Malay Peninsula in the middle of March accompanied by a representative of the Colonial Office and the Empire Marketing Board. They will visit Penang, Singapore and Java and return via Ceylon.

PREMIER "CANNOT ANTICIPATE."

[BRITISH WIRELESS SERVICE.]

RUGBY, Feb. 13th.

The announcement made last week by the Government that the Civil Research Committee would inquire into the working of the rubber restriction scheme was the subject of questions in Parliament to-day.

The Premier was asked whether, in view of the anxiety and uncertainty in the rubber trade, owing to the announcement, he would give an assurance that a long notice would be given of any alteration.

(Continued on next column.)

(Continued on next column.)

LADY OWNER WINS DERBY.

SECOND DAY'S RACING AT HAPPY VALLEY.

RECORD DIVIDEND OF \$1,432.

SIX TICKETS ONLY ON THE WINNER.

THREE CHINESE LADIES LEAD IN WINNERS OF THE PEKING PLATE.

[BY RAPIER.]

Even racing has its good points. A vast concourse of people such as were present at Happy Valley yesterday cannot fail to generate an atmosphere of confidence. *Fides facit plem.* The Chinese are very susceptible to mob psychology and the prevailing air of prosperity and good feeling is one that has not been felt so strongly since pre-boycott days. To meet "with triumph and disaster and treat these two impostors just the same" is the true racing spirit and one that I believe to be very much in evidence amongst us to-day.

Pretty women, tastefully garbed, good weather and racing, excellent music, food and drink with an occasional winner is surely sufficient to enthrall a little gladness into the heart of the most confirmed misanthrope.

His Excellency the Governor, Sir Cecil Clementi and Lady Clementi were present, also H.E. Major-General Lunard and prominent representatives of both Services and the civilian community.

The course was in an excellent state and with the exception of the second event the racing was always interesting. Dividends were on the high side and in the last race Chatto ridden by Mr. Usher paid \$1,432.50 for a win and \$266.20 for a place. There was a field of 23 for this race and the first three ponies past the post were owned by Chinese.

THE DERBY.

The Derby was, of course, the chief event and nine ponies faced the starter. As a rule very few ponies turn out for these classic events, which is rather a pity in view of the fact that there are so many sweeps run in connection with them. Mrs. Dunbar's Sitting Bull (Maitland) made no mistake about this race leaving Young Pretender six lengths away with New Year's Eve taking third place. It must be a good many years since a lady owner won the Derby and Mrs. Dunbar was the recipient of many congratulations. She is now all square with her husband whose pony annexed this last year.

The Peking Plate was won by Chinese owners and the three Chinese ladies who led in the successful ponies received an ovation.

THE RACING.

There was a field of nine for the Jockey Cup so there should be no shortage of riders during the forthcoming extra Meetings. They were rather a difficult crowd to handle but Mr. Fiddes Wilson eventually got them well away together. Mr. Loo rode a good race on Warlordship to win by six lengths. He is one of the most modest riders and with a little more training and confidence he should turn out a first class jockey. Warrington beat the favourite Captain by a neck for second place.

The Exchange Plate was a farce. Eliot Bay won as he liked and the other two ponies in the race were only sent to collect place money. It is a pity that owners are not forced to declare the evening previous to the races where they are starting their ponies.

The Derby was a very open race although Sitting Bull was made rather a hot favourite. Peck disappointed badly as also did November. It would have been interesting to see how Young Pretender would have got on had he been trained for this race. He was unfortunately shelved for his Apparent, who disappointed badly yesterday.

Maitland followed up his Derby victory by winning the Subs. Challenge Cup in a field of a dozen. Erstwhile was two lengths away with Spinner not far behind.

Bengal at last ran true to form in the Great Southern Stakes and beat Bakers Bay by 5 1/2 lengths with Duke of Arctagnan well behind.

The Lusitano Cup was won, as I expected, by Pickle. It is a very fine cup and well worth fighting for.

Mr. Stanton rode a well judged race on San Diego in the Challenge Cup and defeated the favourite Brigade Call in the straight.

Messrs. Dyer and Beith got a somewhat overdue victory in the Royal Navy Cup on Tangle, ably piloted by Heard.

The Black Rock Stakes brought their Apparent into the limelight again, as he won this race with ease and showed a vast improvement on his performance on Monday.

Charles won the Gymkhana Stakes on San Francisco by half a length from King of the Plains with the same difference separating the latter pony from Grey Knight. A good piece of jockeyship, although I imagine rider and pony thoroughly understand each other, which is half the battle.

The last race provided rather a sensation. Mr. Usher took out Chatto as a last minute mount and brought it home to pay \$1,432.50 for a win while the second and third ponies also rewarded their supporters handsomely.

THE OFFICIALS.

Patron:—H.E. Sir Cecil Clementi, K.C.M.G.
Honorary Stewards:—H.E. Vice-Admiral Sir Reginald E. Tyrwhitt, K.C.B., D.S.O., D.C.L. (Chairman); H.E. Major-General C. C. Lunard, C.B.E., C.M.G., Commodore J. L. Pearson, C.M.G.
Stewards:—Mr. H. P. White (Chairman), Hon. Mr. D. G. M. Bernard, Mr. R. M. Dyer, Sir Henry C. Gollan, Kt., C.B.E., Hon. Mr. A. C. Hynes, Mr. M. T. Johnson, Mr. C. Gordon Mackie, Mr. R. J. Patterson, Mr. W. E. L. Sheaton, and Mr. F. Sutton.
Stewards in Charge of the Scales:—Mr. R. M. Dyer and Mr. W. E. L. Sheaton.
Judge:—Mr. D. E. Clark.
Assistant Judge:—Mr. P. Tester.
Starters:—Mr. P. M. Hodgson.
Second Starter:—Mr. W. D. Fiddes Wilson.
Steward in Charge of the Paddock:—Mr. F. Sutton.
Handicapper:—Mr. C. M. S. Alves.
Stewards in Charge of the Paddock:—Hon. Mr. D. G. M. Bernard and Mr. C. Gordon Mackie.
Time-keeper:—Mr. H. H. Priestley.
Hon. Surgeon:—Dr. J. W. Anderson.
Hon. Veterinary Surgeon:—Major H. Hogg, R.A.V.C. and Mr. L. Reidy.
Secretary:—Mr. C. Bernard Brown.
Treasurer:—Messrs. Linstead and Davis.
Clerk of the Course:—Mr. C. G. Mackie.

THE RESULTS.

The Jockey Cup: One Mile.
Winner \$500; second \$200; third \$100. A Cup will be presented to the winning jockey. For China ponies, that have started in and have not won a race at any time won three flat races, to be ridden by jockeys who have won at least five official flat races in Hong Kong or China, or jockeys approved by the stewards.
Mrs. E. L. Dunbar's Sitting Bull, 158 lbs., (Mr. H. Maitland) 1
Mr. Dynast's Young Pretender, 155 lbs., (Mr. V. M. Haimovitch) 2
Mr. E. L. Dunbar's August, 155 lbs., (Mr. J. Pote Hunt) 3
Also ran:—Cocos Bay (Mr. R. H. Charles), Guild Hall (Mr. Wong), Manor Hall (Mr. da Rosa), Peck (Mr. Heard), November (Mr. Bulteel), Harlene (Mr. Loo).
Time: 2:11.25.
Won by six lengths; a neck between second and third.
Pari Mutuel.
1st, No. 1029, \$140.00
2nd, " 1234, 2,040.00
3rd, " 507, 1,090.00
Unplaced ponies of \$100 each:—Nos. 258, 523, 483, 588, 1074, 1295.

SELECTIONS FOR TO-DAY.

[BY RAPIER.]

The Footcup Cup.
1. San Diego.
2. Brigade Call.
3. The Gomeril.

The Grand Stakes.
1. Young Pretender.
2. November.
3. Boxing Eve.

The Ladies Purse.
1. Chesapeake Bay, or Mr. Dunbar's selected.
2. San Francisco.
3. Macao Beauty.

The Hong Kong Stakes.
1. Meanwhile or Erstwhile.
2. Movanager.
3. Horford.

The American Cup.
1. Dunbar Stable's selected.
2. Mr. Eve's selected.
3. Pickle.

The Phaethon Stakes: "A" Class.
1. Mr. Eve's selected.
2. Ukelele.
3. Blackstone Hall.

The Leighton Hill Stakes.
1. Dumfries.
2. O'Moon.
3. Mr. Seth's selected.

The Champion Stakes.
1. Eliot Bay.
2. Hair Apparent.
3. Mr. Eve's selected probably Bengal.

The Phaethon Stakes: "B" Class.
1. King of the Plains.
2. Bright Eve.
3. Dobbin.

The Consolation Stakes.
1. Duke of Verona.
2. Captain or Comrade.
3. Artistic Hall.

The Nil Desperandum Stakes.
1. Southern Stag.
2. Ploughman.
3. Fair Eyes.

Pari Mutuel.
Winner \$72.70
Place 1st 5.00
2nd 5.70
3rd 5.00
Cash Sweep.
1st, No. 169, \$1,139.00
2nd, " 80, 325.00
3rd, " 418, 182.80
Unplaced ponies of \$50 each:—Nos. 222, 199, 127, 223, 220, 423.

The Exchange Plate.
From the Two Mile Post Once Round and in. (About 1 mile 165 yards.)
Presented by the Bankers and Exchange Brokers of Hong Kong. Value \$1,000 to winner; second to receive \$300 and third \$200. For China ponies. Weight for inches as per scale. Ponies that have started in and not won a race of 1 mile or over at this Meeting allowed 5 lbs. Subscriptions of this Meeting allowed 10 lbs. Allowances accumulative. Entrance \$10.
Mr. L. Dunbar's Elliott Bay, 158 lbs., (Mr. H. Maitland) 1
Mrs. R. J. Patterson's August, 155 lbs., (Mr. Erskine) 2
Mr. Hee Cheong's Waichow, 152 lbs., (Mr. B. H. Charles) 3
Time: 2:25.
Won by many lengths; many lengths between second and third.
Pari Mutuel.
Winner \$5.30
Place 1st 5.30
2nd 5.30
3rd 5.30
Cash Sweep.
1st, No. 72, \$1,943.20
2nd, " 74, 555.20
3rd, " 267, 277.00

The Hong Kong Derby: 1 1/2 Miles.
A Sweepstakes of \$20 each with \$3,000 added. For China ponies, *bona fide* griffins of this Meeting. First pony to receive 70 per cent; second 20 per cent; third 10 per cent, of the total amount. Weight for inches as per scale. Ponies to be ridden by jockeys who have won at least five official flat races in Hong Kong or China, or jockeys approved by the stewards.
Mrs. E. L. Dunbar's Sitting Bull, 158 lbs., (Mr. H. Maitland) 1
Mr. Dynast's Young Pretender, 155 lbs., (Mr. V. M. Haimovitch) 2
Mr. E. L. Dunbar's August, 155 lbs., (Mr. J. Pote Hunt) 3
Also ran:—Cocos Bay (Mr. R. H. Charles), Guild Hall (Mr. Wong), Manor Hall (Mr. da Rosa), Peck (Mr. Heard), November (Mr. Bulteel), Harlene (Mr. Loo).
Time: 3:11.
Won by six lengths; a length between second and third.
Pari Mutuel.
1st, No. 1029, \$140.00
2nd, " 1234, 2,040.00
3rd, " 507, 1,090.00
Unplaced ponies of \$100 each:—Nos. 258, 523, 483, 588, 1074, 1295.

The Subscription Griffin Challenge Cup: 1 1/2 Miles.
Value \$1,000. For subscription griffins of this Meeting. Weight for inches as per scale. To be won two years consecutively by ponies the *bona fide* property of the same owner or owners. Winners to receive \$500 and 70 per cent; second \$200 and 20 per cent; third \$100 and 10 per cent, of the entrance fees until the cup is finally won when the second pony will receive 75 per cent, and the third pony 25 per cent, of the entrance fees in addition to the place money. Entrance \$10.
Major Lake's Dumfries, 158 lbs., (Mr. H. Maitland) 1
Mr. Seth's Erstwhile, 155 lbs., (Mr. A. J. P. Heard) 2
Mrs. R. J. Patterson's August, 155 lbs., (Mr. Bulteel) 3
Also ran:—Madeira (Mr. da Rosa), Loch Lomond (Mr. Reidy), Loch Tay (Mr. Usher), Gale Eve (Mr. J. Pote Hunt), The Gannet (Mr. G. W. Sewell), O'Moon (Mr. Wong), Tazara (Mr. W. T. Stanton), Brown Jug (Mr. Wallace).
Time: 2:42.
Won by two lengths; a length between second and third.
Pari Mutuel.
Winner \$13.40
Place 1st 6.70
2nd 8.50
3rd 29.40
Cash Sweep.
1st, No. 143, \$2,485.00
2nd, " 42, 710.00
3rd, " 305, 355.00
Unplaced ponies of \$50 each:—Nos. 278, 838, 394, 851, 398, 85, 173, 988, 71.

The Great Southern Stakes: Six Furlongs.
Winner \$600; second \$200; third \$100. For China ponies. Weight for inches as per scale. Winners at this Meeting 5 lbs.; of two or more races 7 lbs. extra. Griffins allowed 5 lbs. Subscriptions of this Meeting allowed 10 lbs. Allowances accumulative. (Jockey allowance.) Entrance \$10.
Mr. Eve's Bengal, 158 lbs., (Mr. J. Pote Hunt) 1
Mr. L. Dunbar's Bakers Bay, 158 lbs., (Mr. H. Maitland) 2
Messrs. K. C. Lau and H. C. Lee's Duke of Arctagnan, 158 lbs., (Mr. L. Reidy) 3
Also ran:—Chick To (Mr. Charles), Chow Tze Lon (Mr. Wong), Loongwha (Mr. Usher).
Time: 1:31.25.
Won by two lengths and a half; six lengths between second and third.
Pari Mutuel.
Winner \$12.10
Place 1st 5.50
2nd 5.50
3rd 7.10
Cash Sweep.
1st, No. 1383, \$4,425.40
2nd, " 701, 1,264.40
3rd, " 1429, 632.20
Unplaced ponies of \$50 each:—Nos. 1458, 874, 1322.

The Lusitano Cup: One Mile.
Presented by the members of the Club Lusitano. For China ponies, *bona fide* griffins of this Meeting, with \$500 added; second \$300; third \$100. Weight for inches as per scale. Subscriptions of this Meeting allowed 5 lbs. All winners 5 lbs. extra. Entrance \$10.
Messrs. A. C. Hynes and C. Gordon Mackie's Pickle, 158 lbs., (Mr. A. J. P. Heard) 1
Mr. Chan Tin Sion's Winsome Stag, 158 lbs., (Mr. H. Maitland) 2
Mr. K. H. Kay's Comrade, 158 lbs., (Mr. J. Pote Hunt) 3
Also ran:—Artistic Hall (Mr. Wong), Duke of Verona (Mr. da Rosa), Un III (Mr. da Rosa), Bakers (Mr. Bulteel).
Time: 2:45.
Won by a length; four lengths between second and third.
Pari Mutuel.
Winner \$15.80
Place 1st 5.30
2nd 1,110.00
3rd 532. 535.00
Unplaced ponies of \$50 each:—Nos. 1418, 698, 848, 811, 1359.

The Challenge Cup: 1 1/2 Miles.
Value one hundred guineas. For China ponies. Weight for inches as per scale. To be won two years consecutively by a pony or ponies the *bona fide* property of the same owner or owners. Winner to receive \$750 and 70 per cent; second \$300 and 20 per cent; third \$150 and 10 per cent, of the entrance fees until the cup is finally won when the second pony will receive 75 per cent, and the third pony 25 per cent, of the entrance fees in addition to the place money. Entrance \$10.
Messrs. Stanton and Reidy's San Diego, 158 lbs., (Mr. W. T. Stanton) 1
Mr. R. M. Austin's Brigade Call, 158 lbs., (Mr. H. Maitland) 2
Messrs. Dyer and Beith's Tangle, 155 lbs., (Mr. H. Maitland) 3
Also ran:—Handsome Stag (Mr. Harriman), Hudson Ray (Mr. R. H. Charles), Man-of-War (Mr. Fred Roza).
Time: 2:21.45.
Won by three lengths; six lengths between second and third.
Pari Mutuel.
Winner \$33.50
Place 1st 6.80
2nd 5.80
3rd 5.50
Cash Sweep.
1st, No. 1285, \$4,503.80
2nd, " 1453, 1,288.80
3rd, " 238, 643.40
Unplaced ponies of \$50 each:—Nos. 443, 407, 894.

The Royal Navy Cup: From the Two Mile Post Once Round and in. (About 1 mile 165 yards.)
Presented by the Officers of H.M.'s Navy, with \$500 added to the winner; second \$250; third \$150. For subscription griffins of any season. Weight for inches as per scale. Winner of the Garrison Cup at this Meeting 10 lbs. extra. Other winners at this Meeting 7 lbs. extra. Subscriptions of this year allowed 5 lbs. Penalties not accumulative. Allowances accumulative. (Jockey allowance.) Entrance \$10.
Messrs. Dyer and Beith's Tangle, 155 lbs., (Mr. A. J. P. Heard) 1
Mr. Ho Kom Tong's Kom Tong Hall, 155 lbs., (Mr. Wong) 2
Messrs. Tester and Abraham's Bing Boy, 152 lbs., (Mr. H. Maitland) 3
Also ran:—Fire Call (Mr. Wallace), District Call (Mr. Botelho), Barley Grass (Mr. da Rosa), Loch Tummel (Mr. Reidy), Festive Eve (Mr. Pote Hunt), Horford (Mr. Haimovitch), The Gnome (Mr. Sewell), Sea Front (Mr. Harriman), Berwick (Major Wolfe Murray), Dobbin (Mr. Bulteel), Mowgli (Mr. Usher), Silver Fox (Mr. Tyrwhitt), Kaa (Mr. Clark), Shingle (Mr. Charles).
Time: 2:20.
Won by a length and a half; a length between second and third.
Pari Mutuel.
Winner \$79.00
Place 1st 22.10
2nd 63.50
3rd 12.50
Cash Sweep.
1st, No. 600, \$1,270.00
2nd, " 15, 1,220.00
3rd, " 318, 610.00
Unplaced ponies of \$50 each:—Nos. 1173, 1009, 1530, 1134, 1602, 1213, 1592, 835, 576, 1270, 815, 1454, 421, 648.

The "Black Rock" Stakes: 1 1/2 Miles.
Winner \$600; second \$250; third \$150. For China ponies, *bona fide* griffins of this Meeting. Weight for inches as per scale. Winners of one race other than a race confined to subscription griffins 5 lbs.; of two or more races 7 lbs. extra. Entrance \$10.
Mr. Dynast's Hair Apparent, 155 lbs., (Mr. V. M. Haimovitch) 1
Mr. Dynast's Boxing Eve, 155 lbs., (Mr. J. Pote Hunt) 2
Mr. Ho Kom Tong's Manor Hall, 158 lbs., (Mr. Wong) 3
Also ran:—Chamal (Mr. G. W. Sewell), Mish Mish (Mr. Bulteel).
Time: 2:37.15.
Won by many lengths; many lengths between second and third.
Pari Mutuel.
Winner \$12.10
Place 1st 5.40
2nd 5.30
Cash Sweep.
1st, No. 831, \$2,595.20
2nd, " 134, 1,037.20
3rd, " 1384, 513.60
Unplaced ponies of \$50 each:—Nos. 943, 203.

The Gymkhana Stakes: One Mile.
Winner \$800; second \$250; third \$150. For all China ponies that have started for races in at least two Extra Meetings during the season 1927 and subscription griffins of this Meeting. Weight 140 lbs. Winners of any race other than a race confined to subscription griffins 7 lbs.; of a subscription griffin race 2 lbs. extra. Subscriptions of this Meeting allowed 7 lbs. Winners at this Meeting barred (Jockey allowance). Allowances accumulative. Entrance \$5.
Mr. H. P. White's San Francisco, 155 lbs., (Mr. R. H. Charles) 1
Mr. Dynast's King of the Plains, 158 lbs., (Mr. V. M. Haimovitch) 2
Mr. R. M. Austin's Grey Knight, 158 lbs., (Mr. A. J. P. Heard) 3
Also ran:—Northern Stag (Mr. Harriman), Chui Chow Ning (Mr. Proulx), Borderer (Mr. Sugden), Bright Eve (Mr. Pote Hunt), The Gnome (Mr. Sewell), Tap Siac (Mr. Wong), Scooter (Mr. Stanton), Ukelele (Mr. Bulteel), Macao Beauty (Mr. Reidy).
Time: 2:08.45.
Won by half a length; half a length between second and third.
Pari Mutuel.
Winner \$14.00
Place 1st 6.10
2nd 10.20
3rd 9.50
Cash Sweep.
1st, No. 392, \$3,010.00
2nd, " 440, 860.00
3rd, " 177, 430.00
Unplaced ponies of \$50 each:—Nos. 1123, 535, 212, 1145, 1163, 775, 1007, 228, 682, 604.

The Peking Plate: One Mile.
Winner \$800; second \$250; third \$100. For China ponies subscription griffins of this Meeting. Weight for inches as per scale. Winners 7 lbs. penalty. (Jockey allowance.) Entrance \$10.
Mr. H. L. Yung's Chatto, 155 lbs., (Mr. Usher) 1
Mr. C.T.C.'s Southern Stag, 155 lbs., (Mr. Harriman) 2
Dr. S. T. Wong's Fair Eyes, 152 lbs., (Mr. da Rosa) 3
Also ran:—Social Call (Mr. Erskine), Busaco (Mr. Miller), Green Slip (Mr. Proulx), Ploughman (Mr. Heard), Bay of Greenland (Mr. Charles), Easing Wold (Mr. Reidy), Dundee (Mr. Botelho), Twilight Eve (Mr. Pote Hunt), Masonic Hall (Mr. Wong), The Haugh (Mr. Maitland), Peter (Mr. Clark), Skipper (Mr. Bulteel), Siang River (Mr. Wallace), Little River (Major Wolfe Murray), Zed (Mr. Roza), Mean-

while (Mr. Haimovitch), The Grouse (Mr. Sewell), Tazara (Mr. Stanton), Fook Shau (Mr. Loo), Golopin (Mr. Liang).
Time: 2:10.15.
Won by one length and a half; half a length between second and third.
Pari Mutuel.
Winner \$1,432.50
Place 1st 393.80
2nd 10.40
3rd 10.40
Cash Sweep.
1st, No. 707, \$2,469.60
2nd, " 884, 705.60
3rd, " 1021, 332.80
Unplaced ponies:—Nos. 131, 979, 100, 546, 224, 1132, 410, 1055, 787, 284, 1092, 620, 830, 635, 1049, 420, 1042, 569, 27, 1012.

WINNING OWNERS.

	1st.	2nd.	3rd.
Mr. L. Dunbar	1	0	0
Mr. Eve	2	2	0
Mr. Dynast	2	4	0
The Hon. Mr. A. C. Hynes and Mr. Gordon Mackie	2	0	1
Mrs. E. L. Dunbar	2	0	0
Major Lake	2	0	0
Messrs. Stanton and Reidy	1	0	1
Mr. H. P. White	1	0	1
Mr. Luen Yick	1	0	0
Messrs. Dyer and Beith	1	0	0
Mrs. R. J. Patterson	0	2	2
Mr. E. M. Austin	0	2	1
Mr. Chan Tin Sion	0	2	0
Mr. Ho Kom Tong	0	1	1
Mr. C.T.C.	0	1	0
Mr. F. Usher	0	1	0
Mr. K. H. Kay	0	0	2
Messrs. K. Chau and H. E. Hee	0	0	1
Messrs. Hall and Sheaton	0	0	1
Messrs. Abraham and Tester	0	0	1

WINNING JOCKEYS.

	1st.	2nd.	3rd.
Mr. H. Maitland	7	5	0
Mr. V. M. Haimovitch	3	3	1
Mr. A. J. P. Heard	3	3	3
Mr. J. Pote Hunt	2	4	3
Mr. R. H. Charles	3	1	2
Mr. G. U. da Rosa	1	1	1
Mr. Wong	1	1	0
Mr. Bulteel	0	1	4
Mr. Harriman	0	2	0
Mr. Usher	1	1	1
Mr. W. T. Stanton	1	0	1
Mr. Loo	1	0	0
Mr. Erskine	0	1	0
Mr. Seville	0	0	1
Mr. Froulx	0	0	1

THE PHAETHON STAKES.

"A" Class: 1 1/2 Miles.

	153 lbs.	155 lbs.	158 lbs.
Handsome Stag	153	155	158
Bakers Bay	153	155	158
Cocos Bay	153	155	158
Deepwater Bay	153	155	158
Monterey Bay	153	155	158
Sitting Bull	153	155	158
Young Pretender	153	155	158
Hair Apparent	153	155	158
New Year's Eve	153	155	158
Boxing Eve	153	155	158
The Gannet	153	155	158
Blackstone Hall	153	155	158
Artistic Hall	153	155	158
Manor Hall	153	155	158
Peck	153	155	158
Chamal	153	155	158
Comrade	153	155	158
Captain	153	155	158
Duke of Niebling	153	155	158
Duke of Verona	153	155	158
Ukelele	153	155	158
Mayfield	153	155	158
San Diego (late San Francisco Bay)	153	155	158

"B" Class: 1 1/2 Miles.

	150 lbs.	152 lbs.	154 lbs.	156 lbs.	158 lbs.
Grey Knight	150	152	154	156	158
Barley Grass	150	152	154	156	158
Xuan Sin	150	152	154	156	158
Tangle	150	152	154	156	158
King Sol	150	152	154	156	158
Kom Tong Hall	150	152	154	156	158
August	150	152	154	156	158
Scooter	150	152	154	156	158
Erstwhile	150	152	154	156	158
Harlene	150	152	154	156	158
Bootlegger (late Dick Lo)	150	152	154	156	158
Chui Chow Ning	150	152	154	156	158
Loch Tummel	150	152	154	156	158
King of the Plains	150	152	154	156	158
Festive Eve	150	152	154	156	158
The Gnome	150	152	154	156	158
Flash Star	150	152	154	156	158
Warlordship	150	152	154	156	158
Humdinger	150	152	154	156	158
Mish Mish</					

"WHIPPET"

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GILMAN & CO. LTD. DURO MOTOR CO. LTD.
HONG KONG. KOWLOON.

THE HONG KONG DAILY PRESS, WEDNESDAY, FEBRUARY 15th, 1928.

MOTORING NOTES

A Weekly Review dealing with Matters of Interest to all Local Motorists.
Motor Notes—The Parking Question—Standardised Rims—Motor-cycles-to-fit the Riders—League of Motor
Chivalry—Unauthorised Traffic Signals—The Uses of Steel—A New Type of Cylinder—Fiat Weymann Saloon.

MOTOR NOTES.

WHAT IS A "LIGHT"?

It is strange, says *The Light Car and Cyclecar*, that in the new Road Transport Lighting Act there is no definition of a light. Centuries ago, when householders were first required to hang out a lantern to light the streets on dark nights, the ordinance required that it should contain a candle of eight to the pound. What quality of candle does the law now consider to be sufficient? Also, what, in law, is the purpose of a light? If it is merely to reveal the presence of a vehicle on the road, as a ship is revealed at sea, how, logically, can a rear reflector on a bicycle or farm vehicle be said to comply with this requirement? Without the presence of another light it reveals nothing. It is astonishing to think that the principle of lighting, so firmly established on the railways and on the sea, should still be unacknowledged on the roads.

THE RISE IN MOTORCYCLE PRICES.

Commenting on the impending increase in motorcycle prices, *Motor Cycling* remarks that the public will not be seriously perturbed by the fact that a machine previously listed at £50 will cost £52 10s. at the beginning of next month. Motorcyclists generally stand to gain something by an increase in prices. It is very much in the interests that the position of the industry should be thoroughly sound financially, and no thoughtful rider could view with complacency a position in which the security of the concerns that supply us with our machines was seriously jeopardized. Again, higher prices will enable the trade, both on the manufacturing and retail sides, to improve its service facilities; incidentally, depreciation figures will also be lowered. There is every reason to believe, too, that the technical development of the motorcycle will be considerably accelerated once the public has acquired the habit of paying rather more for its machines.

UNAUTHORIZED TRAFFIC SIGNALS. NOT ACCEPTED AS DEFENCE IN LAW ACTION.

Motorists often receive helpful signals from pedestrians at danger spots indicating that it is safe to cross or turn. On several occasions, however, *The Motor* has warned its readers not to be too reliant upon such help, as these well-meaning people have no sort of authority and it is not safe always to rely implicitly upon their assistance.

For the first time, so far as we are aware, remarks *The Motor*, the question of a signal given by a pedestrian was raised recently as a point of law in a case heard before Judge T. E. Haydon in the Stamford County Court. At any rate, the judge himself admitted that as a point of law it was new to him.

Plaintiff and his wife sought to recover damages from the employers of a driver of a motorvan who, it was alleged, had driven negligently, causing a collision. The plaintiff, according to the evidence, was driving a motorcycle on the Great North Road, and was travelling at about 8 miles per hour some 4 ft. from his correct side of the road. When within a few yards of a corner a motorvan turned from out of a side road on its wrong side and a collision occurred.

It was stated by the driver of the van that before he turned into the main road a postman who was walking looked in both directions and then signalled the van driver to proceed. The postman said the road was clear when he gave the signal.

In his judgment his Honour said he did not accept the postman's statement that he took a good and efficient look behind him when signalling to the van driver. It was the duty of every driver to manage his own vehicle, except when directed by a properly authorized traffic director. A driver was not entitled to misinterpret or act upon signals given by private individuals without precautions. Thus, in this case, the defence failed, and motorists will be well advised not to place too strict reliance upon the signals given to them by private individuals.

(Continued at foot of next column.)

THE PARKING QUESTION.

SOME SUGGESTIONS.

ONE STEP TAKEN.

During the last few days the parking of cars in Pedder Street and Chater Road, but especially in Pedder Street opposite the Post Office, has been even more chaotic than usual. Cars stand across the road, up and down, bonnet to bonnet, pulled up anyhow with no semblance of order. Nowhere, except perhaps in front of the Hong Kong Hotel, does there seem to be any method or control.

The complaint has been raised time and again, and the problem has become so acute that dealing with it cannot be postponed much longer.

Who Is To Blame?

The traffic authorities are generally blamed for not taking the question in hand, especially as the problem is caused very largely by the big numbers of hire cars waiting for a fare. However, these authorities are up against a certain amount of difficulty. If the hired car of Hong Kong were as much a standardized unit as the London taxi everything would be plain sailing, for a rank from which cars are hired in succession is easily supervised. But as the cars are of different sizes and makes, and as fares seem to prefer to pick and choose, the question becomes somewhat complex.

Some Sacrifice Necessary.

Clearly when the problem is met, which must be in the near future in the interests of traffic, the hire of public cars will have to make some sacrifice. Either he will have to forego the privilege of picking his car, or he will have to go further afield in search of it. There are stretches of road round about Statue Square which are comparatively deserted and which would serve well for parking places, but they are undoubtedly not so handy as the entrance to the Star Ferry, or Chater Road, or Pedder Street. On the other hand, any of these roads is perfectly capable of accommodating a single line of cars, standing lengthways down the centre, and this method would also eliminate the greatest present cause of obstruction, the lengthy manoeuvring in or out of the line.

Private Cars.

Any such rank in Chater Road or opposite the Post Office would, of course, do away with the parking of private cars in these streets, but on the other hand the provision of an A.A. patrol should already be a sufficient inducement to owners to leave their cars in Statue Square. Outside the Hong Kong Hotel, where chaos does not appear to be so pronounced, the parking area might continue to serve the needs of both private and public vehicles, for the present at any rate.

An Alternative Suggestion.

As an alternative suggestion Chater Road might be converted into a one-way street for east bound traffic, while Pedder Street between Connaught Road and Des Vaux Road Central is reserved for south-bound (i.e., inland) traffic. This scheme would seem to have several advantages without any very apparent defects. With cars parked, as at present, diagonally in the centre of the road, a vehicle could enter the line from the left and emerge from it on the right without any serious interruption of traffic, while it might also serve to by-pass a certain amount of east-bound traffic to Murray Road, which would relieve congestion at the crowded tram stop outside the King Edward Hotel. It is not suggested that any scheme of one-way traffic should apply also to rickshaws and chairs, but only to cars, which for the most part would use only the left hand side of the road.

(Continued on next Column.)

REMARKABLE CONSUMPTION.

Yet another example of British car efficiency is reported from Australia. Under the official supervision of the Victorian Light Car Club at the Melbourne Motor-drome, Mr. W. H. Scott drove his Austin Seven for 55.07 miles in one hour on one gallon of petrol. Such a speed or petrol consumption alone would be remarkable, but together they form a really extraordinary performance.

FIAT WEYMAN SALOON.

The new "500" Weymann Saloon, which has just recently been delivered to the Fiat Agents here is undoubtedly a very fine job of work. The body is entirely leather-covered, which makes the car exceptionally silent and very smart in appearance. Very long life is claimed for this body, and it will be interesting to see how it can stand up to the climate of Hong Kong. The upholstery of the car is really luxurious, with very deep and excellently sprung cushions. Windows are raised and lowered by the turn of a handle. From a hurried inspection this appeared to be a perfect little luxury car, and its general appearance is beyond reproach.

A Move.

Since writing this the cars in the lower part of Pedder Street have been shepherded into order in two lines, both pointing up towards Des Vaux Road Central, and cars are hired from the front in rotation. The only trouble now is that some cars drive down the rank and try to get into line without passing round the statue by Blake Pier, thus causing a certain amount of obstruction. It was also noticeable that several drivers, seeing that there would be two or three cars ahead of them, preferred to take their chance in Chater Road.

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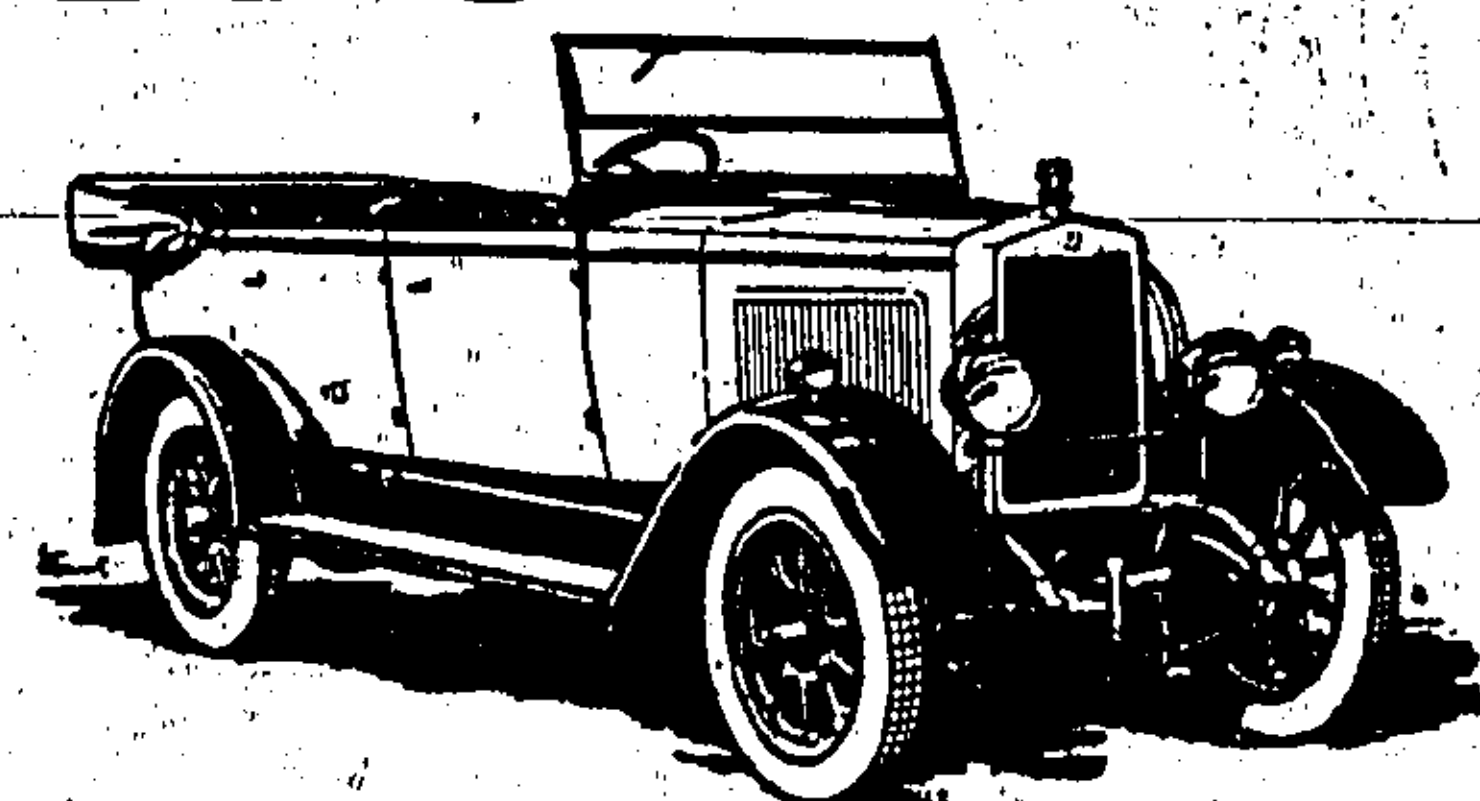
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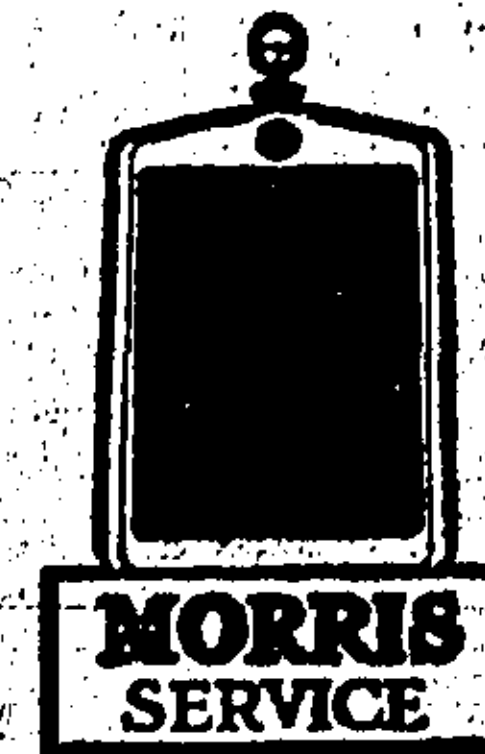
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STANDARD VAN	—	—	200	SALOON	4 Seater	310	290
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ROADSTER	4 Seater	—	190	MORRIS-OXFORD 13.9 H.P.			
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SALOON (4-DOOR)	4 Seater	—	235	SALOON	5 Seater	335	310
MORRIS-OXFORD 11.9 H.P.				MORRIS-OXFORD 15.9 H.P.			
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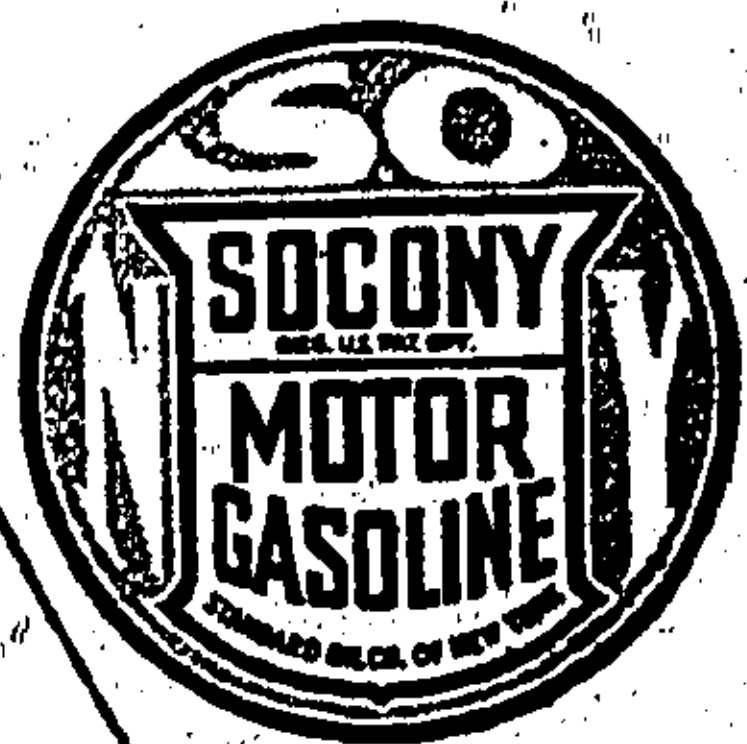
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A-61 JF	Do	44 x 31 x 6 1/2	\$20	1
A-61 SH	RUBBER	93 x 73 x 9 1/2	\$30	5
A-61 JF	Do	104 x 64 x 9 1/2	\$40	5
A-61 SH	Do	104 x 73 x 9 1/2	\$50	5
A-61 SH	WOOD	112 x 73 x 9 1/2	\$70	3
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MOTURING NOTES

(CONT'D.)

STANDARDISED RIMS.

POSITION OF THE MOTORIST.

There is likely, we understand, to be a fight in the near future on the maintenance of the standardisation of rims for tyres, and it may develop into a struggle between Britain and America on the one side and France on the other. On the face of it it does not seem to hold out any evil or good for the car user, but actually it is most important matter for him personally, because standardisation more than anything else has led to the cheapening of motoring and the quality cheap car for the mass of present-day motor users.

Problem of Early Days.

The problem of standardisation goes back to the early days of motoring. Then every tyre and rim maker adopted independent programmes, and there were as many rims and tyres of varying dimensions as there were cars. The poor owner did not know where he was; it was chaos. In Europe things became so bad that tyre, car, and rim makers and agents conferred, and adopted definite rim measurements which they decided to maintain. Then came the problem of American cars, but American manufacturers saw the common-sense of the European standards, and agreed to most of the ideas, suggested others, and the result was a world-wide agreement between makers which brought about a complete system of tyre interchangeability.

Of course, the standardisation was only one of dimensions. It imposed (and does impose) no scotch on development and improvement of either tyres or rims. The proof of that is that tyres and rims have been improved considerably since the agreement came into force without any departure from the accepted standard measurements.

Such standardisation of dimensions has meant that the car owner is assured that when he needs a replacement he is certain to be able to get a tyre that will fit his rim almost anywhere in the world. The tyre may be of American, Continental or British manufacture, but a replacement of the same size is a certainty, which it would not be but for standardisation.

The Case Against Non-Standardisation.

Supposing a man ran a car with rims which were not of standard dimensions—the consequent trouble which a replacement is needed is manifest; his choice would be limited to a dealer who stocked his particular type of tyre, and such a dealer might be miles away. In countries overseas it is possible that there might be no dealer at all. Every motorist will visualise what it would be like to be stranded under these conditions.

So much for the position of the owner. We now come to the dealer and the garage. Already with standardisation there is a multiplicity of tyre sizes, and although efforts are being made by British manufacturers to remedy the position—for instance eighty-four per cent. of the new British cars to be fitted with Dunlop Tyres during the present season will be accommodated by only five rim sizes—yet at the present time the dealer has to handle something like ninety varying types and sizes of tyres. Judge what it would mean for such a man if there was a break away from the standard dimensions. Such a thing would so complicate the stocks of dealers that in self-defence they would stock just a few of the most common kinds, and it would not be long before there came a most serious restriction of the tyre service now offered to the users of cars. Everything may, of course, blow over, and standardisation as at present recognised internationally remain as it is, undisturbed, but the position may become a curious one.

While the "country" is being motorized, the United States Army is retaining many of its horses and mules. The present number of horses and mules in army service is nearly 40,000, valued at nearly \$8,000,000.

A SHOCK ABSORBER.

A new device put out in Germany is designed to eliminate shock to automobile passengers. It consists of two elastic rubber shoulder pieces of belting fastened to the rear of the car and hung over the passenger's shoulders. It is supposed to catch the passenger on rebound and hold him in place.

MOTOR-CYCLES TO FIT THE RIDERS.

ADJUSTMENTS THAT GIVE EXTRA COMFORT.

RUBBER GRIPS.

[BY HEN BRITAIN.]

It is surprising what a large number of motor-cyclists ride their machines exactly as delivered, and suffer a considerable amount of discomfort in so doing. Since every rider, irrespective of height, weight, and leg and arm reach, has to take the stock size of motor-cycle, it is well worth while to get the utmost comfort from what is often at best a compromise.

The saddle nowadays is a fixed quantity. But the foot-rests are mostly adjustable, and it pays to experiment with these, remembering that if the legs are unduly flexed while one is in the saddle they are apt to tire. The rear brake pedal should be within easy reach of toe or heel, as the case may be.

Modern handle-bars generally have a device which permits of adjustment over a considerable range. Nothing is more tiring than a long-distance run with a handle-bar set at the wrong tilt; a numbing ache paralyses the wrists, and what should be a pleasure is turned into purgatory.

The Right Tilt.

The bar should be loosened, then from the saddle one can try each position, selecting just that tilt which permits of dropping the hands naturally on to the bar near the controls, without undue bending of the wrists.

Too wide a handle-bar has been said to provoke the dangerous mishap known as "speed-wobble," and a very broad bar is awkward when the machine has to be wheeled down a narrow passageway by the side of a house, or for traffic driving.

A well-designed machine, with a steering damper, should handle well at speed without requiring a wide handle-bar; in fact the second best steering motor-cycle made has an ultra-narrow bar.

In cases where the bend of the handle-bar does not fit the hands snugly, or where there is no provision for adjustment, the required alteration can generally be made without heating the metal or spoiling the nickel-plating by using tubulars, such as are found in most garages. Only a little force should be applied at a time, as these appliances have a great leverage.

Rubber-grips contribute appreciably to comfort, and personally I prefer the spongy variety, with deeply channelled grooves. Knobbles are practically indispensable, even for the tourist.

Front fork and head bearings require to be just tight enough not to exhibit any shake, and any shortage of lubricant here will adversely affect the rider. A little rearrangement of the controls, to bring everything within easy reach, is always well repaid, but one has to watch that this does not involve kinking the Bowden cables, which must follow an easy curve.

THE USES OF STEEL.

AEROPLANE MAKERS FOLLOW MOTOR EXAMPLE.

Aeroplane engineers have taken a lesson from automobile manufacturers and are rapidly adopting steel construction, according to papers read before the annual aeronautical meeting of the Society of Automotive Engineers in New York.

Metal construction will supplant wood in aeroplanes because of its greater flexibility, more standardised strength and psychological appeal to passengers, according to statements made at the meeting. It was pointed out by Professor C. H. Chatfield of the Massachusetts Institute of Technology that the monoplane is better adapted to metal construction than the biplane and for that reason would probably become the more popular type of aircraft.

Steel is now widely used in the manufacture of automobile bodies. It has proved stronger, safer and is less inclined to rattle.

The first quantity builder of quality motor cars to use steel was Studebaker. The strong, graceful, full-vision steel bodies used by Studebaker have a marked advantage. In steel construction the body frame is welded into a single unit by an electric arc. This fusion into one piece of steel eliminates joints and provides a degree of strength that cannot otherwise be obtained. Squeaks and rattles are eradicated.

The roofs of Studebaker cars are supported by slender, yet strong, steel pillars, which ensure full vision and eliminate the dangerous "blind spot."

Steel construction provides a lower centre of gravity and thus enables the car to hold the road more securely. Testers at the Studebaker Proving Ground have made sharp turns in Studebaker cars at speeds of 60 and 65 miles an hour, yet the cars have maintained their normal position. Being lighter, steel construction also saves tyres and fuel.

LEAGUE OF MOTOR CHIVALRY.

OPEN TO ALL ROAD USERS.

Some months ago, writes John Prioleau in the *Evening Standard*, I urged in this column the need for some means of our arriving at a standard of safe driving, quoting in support of my views no fewer than two Cabinet Ministers.

Since then, as before, the average behaviour of the average driver on the road has convinced me more firmly than ever that what we need is a standard of manners before we can hope to have a standard of driving. One is, I really believe, impossible without the other. Manners maketh man in all ways, but the chief one to-day is in motoring.

How would you define bad driving? It is a pretty big subject, and I should think there must be several thousand excellent definitions available from every driver of experience. My own idea is that the main basis is what we might call the three I's—ill manners, ignorance, and inconsideration. If none of these is responsible for bad driving, the only answer is that the offender has either criminal or insane tendencies, and the only cure for that is the permanent cancellation of his licence.

It is, of course, anything but easy to be sure whether a given case of bad driving is due to ignorance or ill manners, especially if the culprit is driving a new car, whose age may be the measure of its owner's experience. More than once, lately, when I have seen and, on occasions, been thoroughly frightened by exhibitions of appalling risk-taking, I have discovered, through the courteous apologies of the offender, that it was ignorance that nearly brought about our simultaneous extinction.

A West End Experience.

I met a car only the other day being driven by a novice in one of the most spacious squares in the West End of London, where the fairway must have been nearer 100 than 50 feet wide. The car was approaching me more or less in the middle of the fairway, and as I instinctively pulled far out to the left, the driver, and on an exceedingly slippery surface we two spent what seemed a century in dodging each other.

It must have been an absurd sight, but it was not in the least amusing for me. I regret to say that it appeared to divert the other driver more than a little, for, as we finally drew away and I thankfully made my escape from the neighbourhood of that gyrating engine of potential destruction, a beaming face was thrust out of the window and apologies were profusely poured out amidst care-free laughter. It was only I who failed to see the joke.

That was one form of ignorance, and the fact that neither my companion nor myself will ever know whether that grim dance came about because the driver's attention had wandered from the job in hand, or because she had yet to grasp the inner possibilities of sideways, or because of the very common beginner's obsession that it is always the other fellow's job to get out of the way, does not help us much.

Instances of ill manners can, of course, be quoted by the column, but it is quite likely that in more than half of them the offenders are really quite unconscious of the crimes they are committing, and would themselves be the first to condemn them in others. As a people we are, on the whole, probably the most "mutually civil on earth," and I am not of those who believe that the possession or driving of a motor-car temporarily abolishes that general courtesy.

There are, naturally, exceptions, and every now and then you come across an exhibition of motoring ill-manners by somebody who is naturally an ill-mannered person, whether in a car or out of it. He or she is probably beyond hope, but I feel sure that he is in the minority, and that, as I said, some form of standard of road manners should go very far towards removing the terrors of the highway under which we now so often suffer.

"Safety First."

The National Safety First Association, who are responsible, among other things, for that excellent little booklet called "Road Sense" issued with all driving licences, have recently inaugurated what they call the Road Fellowship League, open to all road-users, whether pedestrians, cyclists, or motorists. It is not another motoring organisation, but merely a self-contained section of the N.S.F.A. itself. It is not an attempt to set up amateur police or scouts, but—as the secretary forcefully words it, simply an effort to link together those who "play the game" on the roads and who, by force of personal example and public opinion, will shame the minority into falling into line.

The first object of the League is to promote good-will on the road, and the second to demonstrate to the general public how the road should be used by film, poster, pamphlet, broadcast, and other publicity methods.

A NEW TYPE OF CYLINDER.

TO CORRECT PISTON TROUBLES.

John Smith, Esq., sat at the wheel of his excellent modern car, his hands and feet responding instinctively to the needs of the moment, his senses alert. Being alone, he listened without enthusiasm to a continuous metallic tap from his engine—a tap from which he had no means of escape, and which was rapidly becoming an obsession to his dormant brain.

He had reported that tap to his garage and had received no less than three different explanations therefor, had had the car in dock for a day and had paid two bills for repairs and adjustments. The tap had become slightly worse.

John Smith, being a lay member and not an engineer, was troubled, wrathful and vaguely self-deprecating. He felt like a bull with a particularly vicious gadfly attacking his rear. He was divided in opinion as to whether he ought to continue to run the car in such a condition, whether he ought to ship it back to the seller, or whether he ought to just drive along and damn the consequences. And the tap went on tapping.

That tap was piston slap. Nothing serious at the moment, but with promise of becoming so in the near future. It denoted that the piston did not fit the walls of the cylinder in which it moved so rapidly—that a certain amount of power was being lost and a certain amount of undue wear taking place in a portion of the engine where wear would do most harm. It was the most common fault of the modern, high-speed revolution engine, the weak spot of that somewhat small engine that nestled within the big bonnet and gave forth such remarkable power.

The New Cure.

Naturally, this weak spot has been receiving the attention of motor engineers in all car-producing countries. And, just as naturally, it is England, the country which produced the engines for the fastest car and the fastest plane in the world, that solved the little difficulty. An 18/50-h.p. 6-cylinder car is now being built by the Star Engineering Company, of Wolverhampton, England, which, it is claimed after exhaustive tests, is absolutely immune to modern piston troubles.

In this 18/50 Star model, the cylinders are not part and parcel of the cylinder block itself, but are six separate barrels, pressed into the main block and secured by the cylinder head at the top and by a special leak-proof joint at the bottom. These barrels consist of a specially hard chilled iron, far too hard for a whole cylinder block to be cast from it, cast centrifugally in order that all impurities may be deposited, and machined all over to exact identical limits.

The difference between these cylinder barrels and the ordinary walls of a cylinder block lies in the fact that it is practically impossible to cast a four or six-cylinder block with walls of exactly equal thickness, and equally impossible to cast such a block in a sufficiently hard material of pure quality. When heat expansion takes place, therefore, the thicker portions of the walls expand more than do the thinner portions and an uneven passage is presented to the aluminium alloy piston. Friction, damage and "slap" naturally result—and obstruction in the cylinders is obstruction in the heart of the engine.

Such has been the cause of piston trouble in the past. But the new barrel cylinder is *distortionless*, because it is machined to exactly the same thickness at all points. When it expands under heat, it expands absolutely evenly and presents no undistorted surface. Further, the Star barrels are finished by honing instead of by grinding, and honing is a cold process, whereas grinding is a hot process that alters the actual composition of the metal on the surface and thereby doubles the effect of wear. Then the Star aluminium alloy piston is diamond finished to an extraordinarily glossy surface, and this means that neither piston nor wall has any abrasive left in the pores of the metal.

(Continued on next column.)

depraved drivers. The scheme strikes me as really admirable and one to be widely supported. The applicant for membership who has really understood the "Road Sense" booklet and the code of the League must know that the display of the badge carries the best sort of responsibilities with it. Nobody can force him to behave himself as a decent man should, but as a member of the League I do not see how he can do otherwise, unless he is a hopeless case, in which case he will not propose himself for election.

The formation of this League is one of the most hopeful features of the development of motoring I can remember. With the code firmly fixed in mind it is inconceivable that a member should be guilty of any of the three I's.

MOTOR-CARS AND MORALS.

FEWER ARRESTS IN STREETS.

January 18th. A protest against private sittings of the Street Offences Committee was made by a man when the committee sat in public yesterday. The committee had previously sat for over an hour in private. The man said: "May I protest against these sittings in private, which are opposed to public policy? Sir Ernest Wild has told us justice is impossible without publicity."

The chairman (Mr. H. P. Macmillan, K.C.) said that certain witnesses declined to assist the deliberations of the committee unless their evidence was heard in private.

"Will you hear me in public?" asked the man. "I want, myself, to be dealt with in public."

Mr. Macmillan: Send in your application. We will consider it. Will you give me your name?

The Man: I would rather not. Mr. Macmillan: What? No publicity? (Laughter.)

The Man: Wait a minute. You shall have more publicity if you promise to hear me in public.

Mr. Macmillan: I can hardly undertake to hear a man who declines to give me his name.

The man then sat down.

Mr. S. E. Short, deputy-chairman of the Birmingham magistrates' court, said of late years there had been a considerable decline in charges of solicitation brought before the Birmingham courts. He attributed the decline, among other things, to improved police supervision, earlier closing of licensed houses, better lighted streets, and the occasional service of women patrols who warned young girls when they observed any action in the streets likely to result in objectionable conduct.

Motor Cycles.

"I don't want to make too big a claim," said Mr. Short. "The motor-bicycle and the motor-car take people out for purposes which are not ideal, but they get beyond our jurisdiction."

The Bishop of Durham (Dr. Hensley Henson) said: "You think there is a real moral improvement in your community?—Oh yes, I believe so, although it is not as great as one would like it to be because there is naturally more promiscuity among young people."

When Mr. Robert Bell, clerk to the Manchester justices, was giving evidence, Mr. Macmillan, K.C. pointed to a great decline in the number of prosecutions in Manchester—from 1,299 in 1911 to 148 in 1927. Mr. Bell said there was certainly less solicitation in the streets.

The Bishop of Durham: To what do you put that down?—Very largely, I think, to the introduction of motor traffic.

But no moral improvement?—I think a little, but am not prepared to say to what extent.

Motor-car "Lifts."

Mr. John Maxwell, chief constable of Manchester, said that cases of solicitation by men from motor-cars were increasing in Manchester. Observation had been taken in 117 cases when men had offered women a lift in a car. In 90 cases the invitation was refused, and in 27 cases it was accepted and the men drove the women in the direction of the suburbs and country districts.

The Result.

The final judge of all car improvements is the actual road itself, and the road performance of the 18/50 Star is all in keeping with the promise contained in the specification. Speed, up to 73 m.p.h. and 60 m.p.h., at 20 and third gears respectively, is attained with an ease and lack of vibration which is truly unique, whilst the traffic slow running is equally fascinating. With the eyes shut, it is impossible for a passenger to state whether the car is running at 60 m.p.h. or at 20.

Now, such a perfection as this would ordinarily be regarded as a more or less evanescent bloom due to careful tuning, even with the most expensive models of the day. But in the 18/50 Star the condition is apparently permanent. Of course, design, beautiful balance, a bearing crankshaft, and exceedingly careful hand-fitting are all partly responsible for this most happy result, but the permanence of the beautiful running is undoubtedly due mainly to the prevention of wear in cylinder walls and pistons.

And there is just one other little point where the Star cylinder wall scores. The turning of the cooling water in the water-jacket is a full flow to the head of the engine, but is a restricted flow to the cylinder barrel walls. Which means that the part of the engine that requires best cooling is cooled best, and that those working parts likely to suffer from it. A little point, and simple, but wonderful in its effect upon efficiency and speedy full-power production.

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Sebastiano Cuboto.

Journal of Management Studies, 19(1), 67-80.

Hong Kong, 15th Feb, 1920. 10:00. Hong Kong, 10th Feb, 1920.

CONSIGNEE NOTICES

NORDDEUTSCHER LLOYD.
BREMEN.

THE Steamer
"AUGSBURG"
having arrived from BREMEN HAM.

BUKIS and Ports. Consignees of Cargo are hereby notified that their Cargo is being landed at their risk into the Go-

downs of the Hong Kong and Kowloon
Wharf and Godown Co., Ltd. Kowloon
where Delivery can be obtained.

All Goods remaining undelivered after the 20th of February, 1929, will be subject to Rent.

No Fire Insurance will be effected by us in any case whatever.
Damaged Packages must be left in the

Godown for examination by the Com-
signees and the Company's Surveyors
Messrs. Anderson & Ashs, at 10 a.m.
on the 17th of February 1928.

No Claim will be admitted after the Goods have left the Godown and all Claims must be presented within Two

Weeks of the Ship's arrival here, after which date they will not be recognised.
Consignees are requested to surrender

their Mills of Lading to the Undersigned
for Countersignature.
MELCHERS & CO.,

Agents:
Norddeutscher Lloyd, Bremen.
Hong Kong, 18th Feb., 1923. [5887;

HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE T.S. "SAABLAND" having arrived Consignees of Cargo.

hereby notified that their Goods, as being landed and placed at their risk: the Hong Kong & Kowloon Wharf.

Godown Company's godown at Kowloon where Delivery can be obtained in the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Steamer arrival.

Goods have left the Godowns, and Goods remaining undelivered after 17th February 1922 will be subject to Bond.

All broken, chafed and damaged Godowns are to be left in the Godowns, where they will be examined on 16th February, 1923.

at 10 a.m., by our Surveyors, Messrs. Goddard and Douglas.
All Claims must reach us before 1

March, 1928, or they will not be recognized.
No Fire Insurance will be effected

Bills of Lading will be countersigned
by the Undersigned.
JEBSEN & CO.,

Hong Kong, 10th Feb., 1928. [5876]

Journal of Management Studies, 36(7), 809-824.

CHINA NAVIGATION COMPANY, LIMITED.

SHANGHAI	... "NINGHAI" ...	On 16th Feb.	4 p.m.
SWATOW & SHANGHAI	... "NANING" ...	On 17th Feb.	3 p.m.
SWATOW & SHANGHAI	... "YUNNAN" ...	On 17th Feb.	5 p.m.
HONGKONG, PAKHOI & HAIKOW	... "CHENAN" ...	On 18th Feb.	5 p.m.
SHANGHAI & TIENTSIN	... "SHANTUNG" ...	On 18th Feb.	5 p.m.
AMOI, SWATOW & SHANGHAI	... "ANHUI" ...	On 19th Feb.	7 a.m.
SWATOW & SHANGHAI	... "KAYING" ...	On 19th Feb.	7 a.m.
AMOI, SHANGHAI & TIENTSIN	... "SUICHANG" ...	On 20th Feb.	6 p.m.
WEIHAIWEI, QINGDAO & TIENTSIN	... "KUBICHOW" ...	On 21st Feb.	4 p.m.
SHANGHAI	... "HUPPE" ...	On 22nd Feb.	7 a.m.
SHANGHAI & TIENTSIN	... "SINKIANG" ...	On 23rd Feb.	7 a.m.
AMOI, SWATOW & SHANGHAI	... "ANKING" ...	On 24th Feb.	7 a.m.
SWATOW, SHANGHAI & DALY	... "LUCHOW" ...	On 24th Feb.	7 a.m.
SWATOW & SHANGHAI	... "KALANG" ...	On 25th Feb.	Noon
AMOI, SWATOW & SHANGHAI	... "ANFUNG" ...	On 26th Feb.	7 a.m.
SWATOW & SHANGHAI	... "KWANGCHOW" ...	On 26th Feb.	Noon

SALOON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, have now been reduced to 800 SINGLE and 800 RETURN.

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HONGKONG TO SYDNEY—19 DAYS.

STAGES	Days from Hong Kong or on about	SALES OF SEASIDE ON OR ABOUT
TAIPING	8th March	16th March
CHANGTE	13th April	21st April
TAIPING	11th May	19th May
CHANGTE	8th June	16th June

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AMERICAN & MANCHURIAN LINE

(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong.

1. "CITY OF KIMBERLEY"	... Via Suez Canal	20th February
2. "LYCAON"	... Via Suez Canal	21st March
3. "CITY OF ADELAIDE"	... Via Suez Canal	23rd March
4. "BHEBUS"	... Via Suez Canal	24th April
5. "CITY OF DUNKIRK"	... Via Suez Canal	26th April

Steamers proceed via Suez Canal or Panama Canal at Owners' option.

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PRINCE LINE

IMPROVED SERVICE

BY

FAST MOTOR VESSELS

TO

BOSTON

AND

NEW YORK

M.V. "CHINESE PRINCE" ... 21st February

M.V. "MALAYAN PRINCE" ... 18th March

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Shipping News

Arrivals and Departures, etc.

ARRIVALS.

February 15th.

Alaska Maru, Japanese str., 4,553 tons, Capt. H. Morita, from Antwerp and Singapore. The latter port she left on February 6th, with a general cargo, lying at Kowloon Wharf—O.S.K.

Augsburg, German str., 6,511 tons, Capt. C. Krube, from Antwerp and Singapore. The latter port she left on February 7th, with a general cargo, lying at Kowloon Wharf—Melchers & Co.

City of Peking, British str., 4,423 tons, Capt. A. Sprule, from Shanghai, which port she left on February 10th, with a general cargo, lying at buoy No. 44—Bank Line.

Suen Ann, Chinese str., 737 tons, Capt. Lo Shing, from Hoihow, in ballast, lying at buoy No. 47—Shun On S.S. Co.

Tai Poo Sui, French str., 1,219 tons, Capt. Paul Maternati, from Fort Bayard, with a general cargo, lying at buoy No. 43—Shun Heong S.S. Co.

Taming, British str., 1,336 tons, Capt. G. D. Mills, from Canton, with a cargo of fruit, lying at buoy No. 19—B. & S.

Trinia, British str., 9,836 tons, Capt. D. O. Jones, from Shanghai, which port she left on Feb. 9th, lying at Kowloon Dock—A.P.C.

West Coast, American str., 3,374 tons, Capt. D. Holth, from Baltimore, with general cargo and coal oil, lying at Laichikok—Dollar S.S. Line.

Yanching, British str., 1,423 tons, Capt. K. B. Kibbe, from Shanghai and Swatow, with a general cargo, lying at West Point Wharf—Jardine, Matheson & Co.

February 16th.

Chenan, British str., 1,333 tons, Capt. J. D. Fraser, from Shanghai and Swatow, with a general cargo, lying at buoy No. 812—B. & S.

D'Armagu, French str., 9,608 tons, Capt. Charles Delaubier, from Shanghai, which port she left on February 11th, with a general cargo, lying at Kowloon Wharf—Messageries Maritimes.

Canton, Swedish motor ship, 4,501 tons, Capt. G. H. Anderson, from Vladivostok, which port she left on February 8th, with a cargo of soy beans, lying at buoy No. 410—Gillman & Co.

Kojun Maru, Japanese str., 1,903 tons, Capt. F. Taguchi, from Dairen and Takao, with a general cargo, lying at buoy No. 438—M.B.K.

Lushan Maru, Japanese str., 1,507 tons, Capt. T. Yasukawa, from Canton, with a general cargo, lying at buoy No. 441—N.Y.K.

Oldenburg, German str., 5,196 tons, Capt. Oscar Hansen, from Kobe and Shanghai. The latter port she left on February 11th, with a general cargo, lying at buoy No. 41—Jensen & Co.

President Jackson, American str., 8,400 tons, Capt. John Griffith, from San Francisco, which port she left on January 20th, with a general cargo, lying at Kowloon Wharf—American Mail Line.

Sphinx, French str., 6,843 tons, Capt. C. Angebin, from Marseilles via Saigon. The latter port she left on February 11th, with 1,000 tons of general cargo, lying at Kowloon Wharf—Messageries Maritimes.

Taiwan Maru, Japanese str., 9,216 tons, Capt. Y. Kuwana, from Mexico and Miki. The latter port she left on February 8th, with 6,706 tons of gypsum rock, lying at Chuenwan Bay—Doddwell & Co.

(Continued on next Column.)

CLEARANCES.

February 14th.

Alaska Maru, for Shanghai.

Augsburg, for Shanghai.

City of Peking, for Canton.

Chenan, for Canton.

Chuan, for Canton.

City of Peking, for Manila.

D'Armagu, for Saigon.

Empress of Canada, for Shanghai.

Hai Hong, for Swatow.

Hong Kong, for Swatow.

Hurricane Maru, for Canton.

Kim Sang, for Amoy.

Lushan Maru, for Swatow.

Menado Maru, for Hoihow.

Vening, for Canton.

Oldenburg, for Hoihow.

President Jackson, for Manila.

Sphinx, for Tientsin.

Shanghai, for Macao.

Sphinx, for Shanghai.

Taiwan Maru, for Swatow.

Takada, for Keelung.

Takada, for Singapore.

Taiwan Maru, for Keelung.

Tak Hing, for Amoy.

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INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

To	Steamship	Date
TSINGTAU via SWATOW & SHANGHAI	"KANGSANG"	Wed. 15th Feb. at 7 a.m.
	"YATSHING"	Sun. 19th Feb. at 7 a.m.
	"FOOSHING"	Wed. 22nd Feb. at 7 a.m.
	"KWONGSANG"	Sun. 26th Feb. at 7 a.m.
OSAKA via AMOI, SHAL MOJI & KOBE	"FOOKSANG"	Fri. 17th Feb. at 7 a.m.
KOBE via AMOI, MOJI & YOKOHAMA	"HOSANG"	Thurs. 23rd Feb. at 7 a.m.
CANTON	"FOOSHING"	Thurs. 16th Feb. at 3 a.m.
STRAITS & CALCUTTA	"KUMSANG"	Mon. 20th Feb. at 3 p.m.
SANDAKAN	"HINSANG"	Tues. 28th Feb. at 3 p.m.

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Motor Vessel "GLENAMOX" (via Oran) ... 2nd March

Steamship "GLENBANDA" (via Oran) ... 17th March

Motor Vessel "GLENLUCE" (via Oran) ... 4th April

Motor Vessel "GLENARBY" (via Oran) ... 2nd May

To SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Motor Vessel "GLENLUCE" ... 2nd March

Steamship "GLENBANDA" ... 17th March

Motor Vessel "GLENARBY" ... 4th April

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